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ATLANTIC FISHERMAN

VOL. XVII

Registered U. S. Patent Office
JANUARY, 1937

NO. 12



First the "Storm"
then the "Surf"
NOW the "Swell"



Completely Equipped with Columbian

PACE Setters in the important business of trawling . . . pioneers in design and equipment . . . these new 40 Fathom "Super Trawlers" of the Bay State Fishing Company hold the spotlight of interest in the fishing world.

Every foot of rope used on these three new trawlers is Columbian, chosen because it has proved itself to be a thoroughly dependable rope, both to the owners of these trawlers and to their builders, the Bath Iron Works.

COLUMBIAN ROPE COMPANY

362-90 Genesee Street
AUBURN, "The Cordage City," N. Y.

QUALITY
Controlled
every step of the way

COLUMBIAN TAPE MARKED ROPE

PURE MANILA

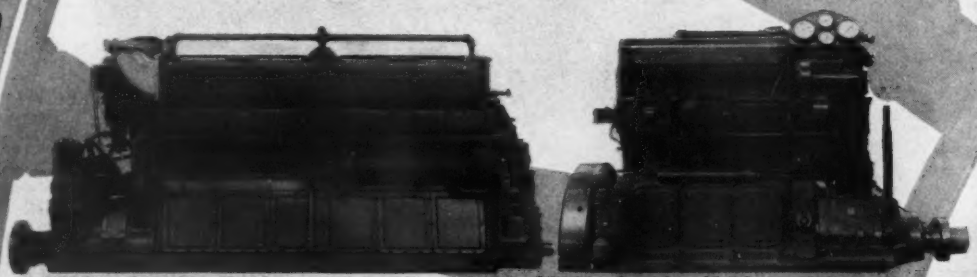
Boston Office and Warehouse 38 Commercial Wharf

TWO of the most recent additions to the Cooper-Bessemer N-Line of marine Diesel engines will be exhibited at the Motor Boat Show in New York, January 8 to January 16.

If you are unable to attend the Show, our nearest representative will be glad to tell you why these modern N-Line features constitute the greatest forward step of the century in Diesel RELIABILITY, Diesel CONVENIENCE, and Diesel ECONOMY.

COOPER-BESSEMER at the MOTOR BOAT SHOW

- Diesel sturdiness built into every piece and part.
- Thru-bolt construction carries all heavy stresses.
- Cylinder liners firmly bolted to cylinder heads.
- Heavy-duty crankshaft, connecting rods, bearings.
- Complete pressure lubrication to wearing parts.
- Patented wrist-pin construction, for longer life.
- Patented atmospheric-relief constant pressure injection.



TYPE GN — Rated from 35 H.P. per cylinder at 300 r. p. m. to 75 H.P. per cylinder at 600 r. p. m. Engine illustrated is direct-reversing, and equipped with sailing clutch.

TYPE EN — Rated from 25 H.P. per cylinder at 450 r.p.m. to 40 H.P. per cylinder at 700 r.p.m. Available in 3, 4, 6 and 8 cylinders. Engine illustrated is equipped with marine gear.

THE COOPER-BESSEMER CORPORATION

Mt. Vernon, Ohio — PLANTS — Grove City, Pennsylvania

25 West 43rd St. New York City Mills Bldg. Washington, D. C. Hoffer's Limited, Vancouver, B. C. 53 Duncan St. Gloucester, Mass. Esperson Bldg. Houston, Texas 440 E. 61st St. Los Angeles, Calif. The Pacific Marine Supply Co. Seattle, Washington

THE EXIDE NAME ON A BATTERY



means long life . . . durability . . . economy

SEA-GOING men want tough, sturdy, durable equipment—and years ago they learned that's what the name Exide stands for in a battery. And the new line of Exides, built for dependable service under every condition afloat, assures you freedom from trouble or expensive maintenance—the type of substantial economy that goes with real marine quality.

These new Exides, of *genuine*

marine type and quality, have proved themselves, as did other Exides before them, in every type and size of craft, and in waters the world over.

In the new line, there are 6 and 12 volt Exides for small craft, and 32 and 115 volt batteries, both Exide and Exide-Ironclad, for larger vessels. Play safe and save money with an Exide. See your marine dealer, or write to:

THE ELECTRIC STORAGE BATTERY COMPANY, Philadelphia

The World's Largest Manufacturers of Storage Batteries for Every Purpose

Exide Batteries of Canada, Limited, Toronto

*They do a multitude of
jobs and do them* **WELL**



102.2 foot steel Trawler, equipped with a Willard 53 cell-KT-WS-11 Marine Battery

- Off every fishing coast you will find Willard Marine Batteries doing a multitude of power jobs. Aboard fishing craft of every size and type you'll find them performing faithfully at engine starting, flood lighting or providing auxiliary power.

These specially designed Willard batteries have the sturdiness and stamina so essential to marine work. Whatever your power problem, there is a Willard that will handle it adequately and dependably.

WILLARD STORAGE BATTERY COMPANY • CLEVELAND, OHIO

Willard STORAGE BATTERIES



... WILLARDS COST LESS TO OWN

*Economy and Dependability
Greatest Features of Atlas Diesels
says
"Lucky" Steve Onody*



When Capt. "Lucky" Steve Onody, party fishing boat skipper of Sheepshead Bay, selected an Atlas Diesel for his new boat "SEA PIGEON II", his choice was in keeping with the judgment and good fortune in locating the best fishing rocks, wrecks, and other grounds for sport fishermen, which has earned him the sobriquet "Lucky Steve".

He installed an 80 H.P. Atlas Diesel in his new boat nearly two years ago, and not on a single occasion has he been forced to curtail or forego his usual schedule on account of engine trouble. He maintains a daily schedule from March through January which takes him through the sudden squalls of the summer months, the rolling seas of fall and the bitter cold of winter when he goes cod fishing while the grounds around Sheepshead Bay are in the icy grip of winter.

"Economy and Dependability are the greatest features of the Atlas Diesel", says 'Lucky Steve'. His operating cost runs about a third



of what it used to be with gasoline. This economy permits him to cover more territory and visit many more different fishing spots during a day's run, and that helps him bag limit catches.

"Lucky Steve" operates his Atlas Diesel on No. 4 fuel oil. His operating cost runs 90c a day. It used to be \$2.60 for gasoline. His boat measures 50' overall and has a 13' 6" beam. The "SEA PIGEON II" is today one of the most popular party fishing boats operating out of Sheepshead Bay.

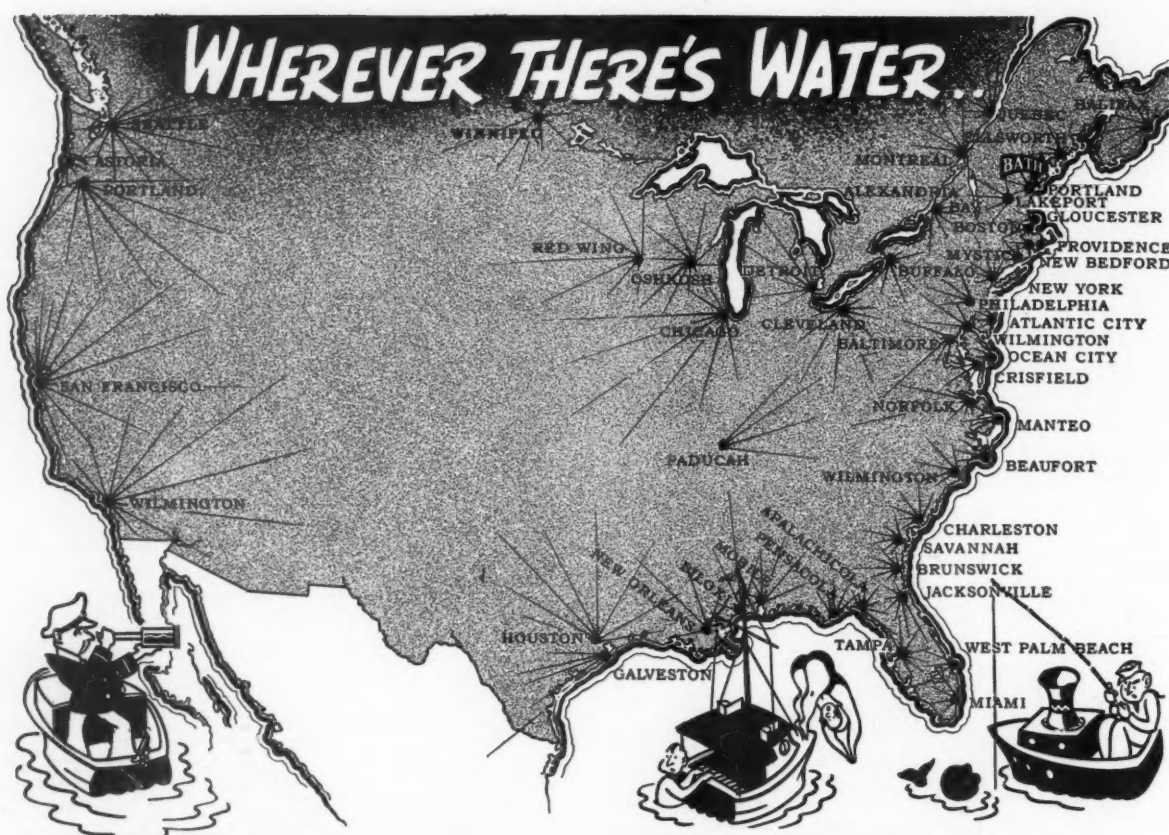
ATLAS IMPERIAL DIESEL ENGINE CO.

OAKLAND, CALIFORNIA — MATTOON, ILLINOIS

115 BROAD STREET,

NEW YORK

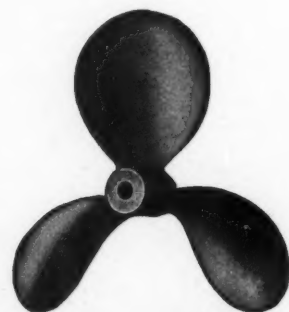
ATLAS IMPERIAL



YOU'LL FIND A HYDE DEALER!

In every city shown is a Hyde distributor who carries a comprehensive stock of Hyde Propellers. Surrounding him are Hyde dealers who keep well assorted stocks of wheels to take care of the regular local business and draw on the nearest distributor for unusual requirements. Thus does Hyde cover the entire navigable waterfront with experienced and well equipped dealers, closely spotted, in order to give boatmen...builders, yachtsmen and fishermen, prompt and efficient service. It has taken nearly fifty years of fair dealing to build this excellent organization. Hyde is justly proud of its dealers.

HYDE WINDLASS COMPANY, BATH, MAINE
Member of Marine Propeller Manufacturers Association



**HYDE
PROPELLERS**

Dealers everywhere carry
ample stocks.



Send for this free booklet "Propeller Efficiency". It will tell you why Hyde Propellers often increase the speed of a boat and always get home safely.

ATLANTIC FISHERMAN

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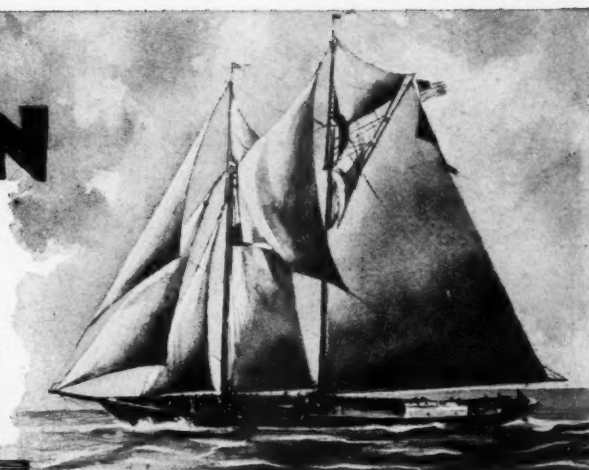
GARDNER LAMSON, *Field Editor*

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Covering the Production, Processing and Distribution of Fresh, Frozen, Filleted, Canned, Dried, Smoked, Salted and Packaged Fish and Shellfish.



VOL. XVII

JANUARY 1937

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A Long-Range Merchandising Program

LOOKING back over the past year, the fishing industry as a whole has good reason to be proud of its record and satisfied with its accomplishments. Returns to fishermen were measurably higher than in 1935; landings at our principal ports increased; scores of new boats attest to improvement in finances and faith in the future. From fisherman to retailer, business was good.

1937 should prove to be filled with even more activity than 1936. Meat prices, during the first part of the year at least, will remain on their present relatively high levels. Continuance of the boat building program is already assured. Rumors of new plans are current.

With definite progress already chalked up to our credit, and with further advances inevitable, wisdom suggests that the time is opportune to consolidate our gains and map out a program, so far as possible, for the years to come. It is the ATLANTIC FISHERMAN's opinion that one of the most important factors influencing future progress is the amount of attention we give, as an industry, to merchandising. A concerted, determined effort to increase the per capita consumption of all kinds of fishery products appears to be in order.

At the present time, the per capita consumption of meat is estimated to be about 133 pounds per year. The per capita consumption of fishery products is estimated to be 13.3 pounds per year. This 10 to 1 ratio is roughly indicative of the comparative amount of effort put forth by the two industries to get the attention and orders of the nation's consumers.

What the Meat Producers Are Doing

Backing up all the advertising and other sales promotional work of the various meat interests is the National Live Stock and Meat Board. This organization has a board of directors representing meat producers, packers, retailers and marketing agencies. Its activities cover a broad front, but of particular interest to our industry is its educational program.

In outlining this work, R. C. Pollock, General Manager of the organization, informs the ATLANTIC FISHERMAN that from two to five cooking school units conduct "schools" each week for nine months of the year. Two units are on the road at all times during that period, and at various times the Meat Board has as many as three additional units scheduled. These girls talk to housewives on the selection, preparation and food value of meat, placing special emphasis on the less-demanded cuts. This work was carried on in approximately 80 cities during 1936.

"In the meat merchandising field," Mr. Pollock says, "we employ three men who work largely with retailers, chain store groups, independent retail grocers, high schools and colleges.

These men stress the following points in their lecture-demonstrations:

- Departmentising the Store
- Sales and Operating Expenses
- Meat Cutting Tests
- Figuring Percentages
- Pricing Retail Meat Cuts
- The Food Value of Meat
- Modern Cutting Methods
- Merchandising Beef, Pork, and Lamb
- Meat Displays
- Salesmanship
- Meat Identification
- Carving Cooked Meat
- Meat Cookery
- Using Less-Demanded Meat Cuts

"We are spending approximately \$70,000 this year (1936) on these two types of promotion work," Mr. Pollock continues. "Our cooking school units will reach approximately 750,000 housewives, and our merchandising representatives — including their work with the cooking schools—will talk to approximately 400,000 people."

From the standpoint of co-operative work such as this, it is unfortunate that there is no central, unifying organization in the fishing industry. If there were, it would be no tremendously difficult matter to raise enough money to finance similar work on a smaller scale for fish and shellfish. It has been pointed out before in these columns that the services of Miss Agnes I. Webster, fish cookery expert of the U. S. Bureau of Fisheries, are available without cost other than expenses and supplies incident to her demonstrations. Nor would it be difficult or expensive to employ a competent man to carry on promotional work among retailers, chain stores groups, and the like.

It is possible, of course, that such a program can be carried on in spite of the lack of a central organization. The ATLANTIC FISHERMAN would be glad to hear from any of the major associations willing to tackle the job of getting sufficient support from other associations to carry on such a campaign.

An undertaking of this nature would benefit everyone: fishermen, wholesalers, retailers, and every other unit. In neither the cookery demonstrations nor the educational work among retailers would specific brands be mentioned. Nor, for that matter, would the products of any one section be given preference over those of another. The idea seems so sound, fool-proof, effective and economical that we wonder if we are overlooking something. Comments will be welcome. The time is auspicious; the question is, will the industry be willing to bury its factional hatchets and really co-operate?

The Murphy Quick-Freezing System

A New Method of Freezing Fish and Other Food

A NEW method of quick-freezing, already successfully applied to fish, oysters, shrimp and other food products, has been developed by E. J. Murphy, refrigerating engineer, of Lynbrook, L. I., N. Y.

Mr. Murphy is no stranger to the problems connected with fish freezing. He built and operated for eight years the plant of the North American Fisheries & Cold Storage Co., Ltd., at Liverpool, Nova Scotia. His first experiments with his new freezer were made at the plant of the Brooklyn Bridge Freezing & Cold Storage Co., New York City, where he was employed.

Fundamentally, the Murphy system consists of shelves of rectangular steel tubing, through which cold brine flows, and over which is blown a continuous blast of cold air.

Freezing Tests

Tests carried on with the brine at -15° F. showed that market cod 2-7/16 in. thick were completely frozen in $1\frac{3}{4}$ hours. Weakfish, $1\frac{1}{4}$ in. thick, froze in 1 hour; flounders, 30 minutes; haddock fillets, 25 minutes; sea bass, 35 minutes; and shrimp in 1 hour.

Oysters have been frozen in the shell, on the half shell, in fibre containers, shucked, and "padded." The padded oysters were prepared by dipping in beaten egg and rolling in cracker dust, then freezing individually and packing in boxes of a dozen. Shucked oysters in fibre containers were packed 10 per container, plus some liquid. The following figures indicate the freezing time of the different methods of freezing:

Single frozen, one loading, brine -30° F.:—400 dozen plain oysters, 15 minutes; 100 dozen "padded" oysters, 20 minutes.

In fibre containers, one loading, brine -35° F., 4,000 containers in 30 to 45 minutes.

Shucked, on half shell, brine -19° F., 25 minutes.

In the shell, brine -19° F., 38 minutes.

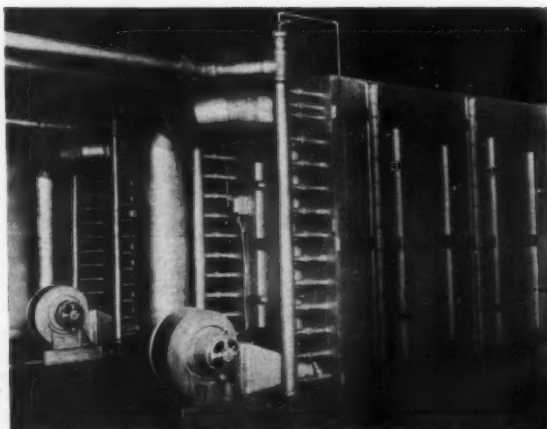
Three Sizes Available

At the present time, the Murphy freezer is made in three sizes. The large size has a capacity of 320 trays, each $27\frac{1}{2} \times 14 \times 1$ inch, or approximately 280 fish pans $27\frac{1}{2} \times 16 \times 3$ inches. This size is designed to operate with a brine circulating system and will hold up to 6,000 pounds of fish in one load.

A second size of semi-portable type has a capacity of 72 trays and may be operated in conjunction with existing brine or direct expansion service, or by a semi-portable refrigerating machine with which it may be moved about. This size, as well as the smaller size, can readily be set up on shipboard since it has no loose brine to spill.

A small size with a capacity of 32 trays is designed to operate from a completely self-contained refrigerating machine built into its base, requiring only water and electric connections to operate.

"The system is well adapted to many applications," Mr. Murphy says. "It is such that it may be designed to almost any dimensions and capacities. Due to the complexity of require-



Two Murphy quick-freezing units of the type used for freezing fish, oysters, shrimp and other seafood. The brine headers, air ducts and blower motors are clearly visible. Each installation is designed to fit particular needs.

ments, we have facilities to design each job to fit its particular needs. Each design, however, incorporates the same principles of operation.

Mr. Murphy describes the freezer's construction as follows: supported by suitable structural members is a series of coils spaced one above the other about 6 inches to form a shelf-like arrangement. These coils are constructed of steel tubing whose cross-section is rectangular. The sections of the tubing making up the coil are arranged so that their flat surfaces form a common plane with adjacent sides against each other. The ends of each section are mitered and a section of tubing is welded in place to connect the sections and provide a continuous path through which the refrigeration circulates.

A rectangular flange at each end of the coil is connected to a companion on the header that connects all the coils to a common source of brine. In the uppermost part of the structure is a bank of coils, used for air cooling, and a propeller type blower. On each end of the freezer is a chamber, one being divided into several passages, each with a series of dampers. The structure is completely enclosed either by light sheeting in cases where it is located in refrigerated space, or with suitable insulation. Doors are conveniently located to allow easy access for loading and unloading.

Method of Operation

In operation, trays containing the commodity to be frozen, either loose or packaged, are placed on the flat refrigerated surface of the coils. When loaded, the doors are closed and the blower put in operation. The flat top surface of the coils affords a direct metal-to-metal contact with the bottom surface of the trays containing the commodity. As a further means of extracting heat, refrigerated air is circulated over the trays, which keeps the upper surface of the commodity in contact with the coldest air. As the air passes over the trays through the freezer, it is warmed and on reaching the opposite end it is directed to the air cooling coils, where its temperature is lowered and it is again drawn into the blower to be recirculated through the freezer. Adjustable dampers control the amount of air going into each passage, assuring an even distribution.

The amount of refrigeration required depends to a large extent on the nature of the product being frozen. Small, thin fish can be frozen in great quantities over a period of time and therefore require a rather large refrigeration supply, while larger types will not have such a quick turnover.

Mr. Murphy's latest design operates at -30° F., and has an air velocity of approximately 1,250 feet per minute.

More Fish Freezers

Several Murphy quick-freezers have been installed in various types of food plants. A small unit is at the Brooklyn Bridge Freezing & Cold Storage Co., and according to William Fellowes Morgan, Jr., President of that Company, the installation of one or two more units is being considered.

Some Publicity Stunts for Retailers

Contests that Will Stimulate Interest and Sales

ONE sure method of stimulating interest in your retail fish store is to do something different once in a while. Attractive window displays, fine layout and modern equipment are excellent and substantial business aids, but to get people—customers and potential customers—to talk about your store, something out of the ordinary is called for a few times a year at least. One idea, which is almost sure-fire, is to run a contest.

One of the easiest contests to put on, and which involves only a small investment, is the guessing game. Make up your window display with quite a number of different kinds of fish and shellfish. Your wholesaler will probably be able to send you two or three unusual specimens if you give him advance notice of what you intend to do. But give him time to get in touch with his sources of supply so they in turn can be on the lookout for odd fish which are now thrown away.

Put a number on a piece of cardboard and attach it to each fish in the display, or each different group of fish. Then make up a large poster and place it prominently in the window. This poster might say, for example, "What Is It? How Many of These Can You Name Correctly? Try Your Luck! Come in and Ask for a Free Contest Blank. Nothing to Buy. No Obligation. Ten Prizes for the Ten Best Answers! Contest Closes January 30. Come In—You May Be One of the Lucky Ones!" It's a good idea to list the prizes on the poster. They can be orders for a certain number of pounds of fish, or merchandise such as fish platters, fish knives, sauces, etc. If you decide on merchandise, have the prizes displayed in the window or in the store.

If you are on friendly terms with your local newspaper, let the publisher know about the contest, for the chances are that he will call attention to it in the paper, especially if you advertise. Have some simple entry blanks printed, using fairly heavy paper with spaces after each number to provide a place for the contestants to write their guesses. Be sure to add lines for the contestant's name and address.

In the store, have a large carton, clean box or barrel, with a slit in the top, and a poster on the side stating "Drop Your Contest Entry Here. Contest Closes January 30. Prizes Awarded February 2."

After the contest closes and you have determined the winners, put the list of the lucky ones on a poster in your window, and see that your newspaper also gets the information. Either on the poster, or in your advertising, or both, get the last ounce of value out of your efforts by saying something like this: "These people guessed right, but there's no guesswork about the quality of fish you get at —. We handle only the finest and freshest at reasonable prices."

This "what is it?" game has any number of variations. Limit the

contest, if you prefer, to those who buy an order of fish. Give everyone who enters a recipe booklet, or some inexpensive souvenir. The week following the contest, make up a display exactly like the first, but replace the numbered tags with the names of the species. Other variations will occur to every retailer.

Two suggestions: do not run the contest more than a few days, or you will be apt to lose your reputation for handling only fresh fish. And avoid putting ugly species on display no matter how unusual they are, for people dislike the idea of eating something that is repelling to the eye.

The Poster Contest

Still another type of contest, which has been used with good success by other types of retail merchants, is aimed at the children of the neighborhood.

This may take any one of several forms, the best from all angles being a contest for colored posters suitable for your store. If you can secure the cooperation of the grade or high school authorities, so much the better.

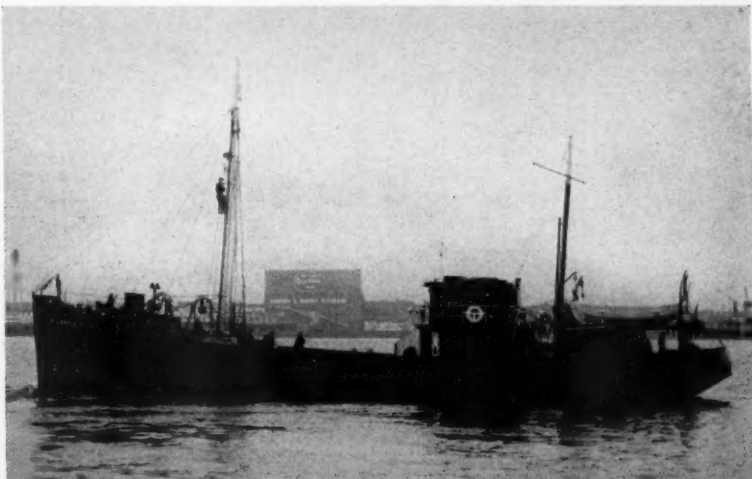
Specify the size—12 by 18 inches is quite suitable—and the fact that each poster must carry the name and address of your store. The balance of the poster may be an illustration of fish, a fishing scene, a table set with a fish course, or any other suitable picture or drawing, with perhaps a slogan such as "Fish for Health", "Fish for Variety", etc. Stress the fact that color (crayons or water colors) will increase the value of the poster in the eyes of the judges. These judges may be yourself, the principal of the school and a teacher, preferably the art teacher if the school has one.

Prizes may be cash, or school supplies such as fountain pens, pencils, notebooks, and the like.

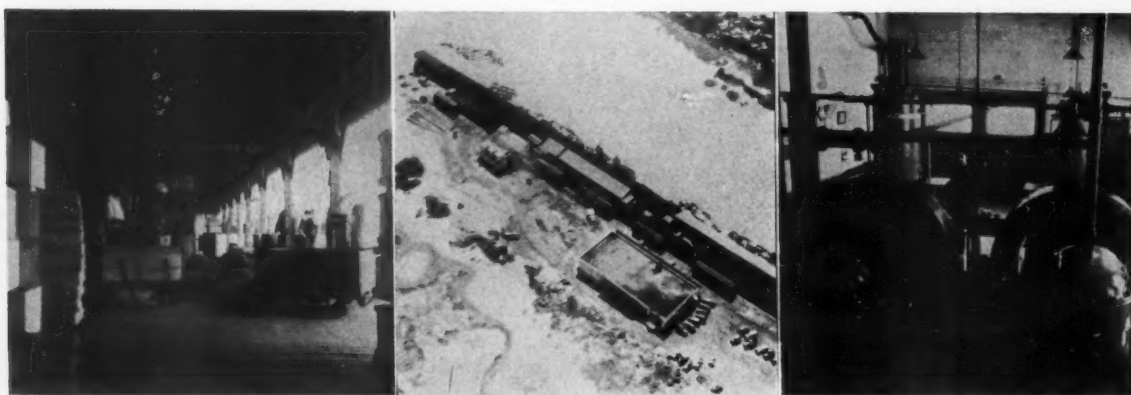
As in the case of the other contests, make sure your local newspaper is duly informed, and advertise the contest in every way possible. You will be surprised at the number and general excellence of the entries, all of which should be displayed prominently with the name of the contestant. After the complete display has been taken down, use the posters one or two at a time in your store windows.

If you find that interest is unusually keen, split the competition into two or three age groups, such as 9 to 12, 13 to 16, and over 16, with suitable prizes for each age group.

A variation of the school child contest involves entries of 100-word essays on "Why I Like Fish", "The Kind of Fish I Like Best", "Why Fish Is Good for Me" or some other subject which will focus the contestants' minds on eating fish. This type of contest should be planned well in advance of announcing it, so you will have bulletins or other printed material on hand for distribution. If you don't the youngsters will pester you with questions.



The "Atlantic", owned by R. O'Brien & Co., of Boston, and equipped with a Nel-seco Diesel and Willard batteries.



Left: looking down the dock. Center: an aerial view of the pier and buildings. Right: part of the ice plant, which has Frick refrigerating machinery, and Fairbanks-Morse Diesels which also generate electricity for lights and power on the wharf.

New Jersey's Largest Fish Pier

Cold Spring Supply Co. Serves 250 Boats

By M. M. Harding

COMING into Cold Spring Harbor, New Jersey, by boat, we pass the million-dollar, government-built jetties, and then bear to the right to the 1,200 foot dock of the Cold Spring Supply Company. We learn that there is twenty feet of water at low tide alongside the dock—plenty of water to accommodate the largest fishing vessel.

We are impressed with the strings of freight cars on the Pennsylvania Reading Seashore Lines sidings at the wharf ready to haul fish into the far corners of the country. The ice plant is of twenty tons capacity and the cooler has accommodations for 10,000 boxes of fish. Equipment is of Frick manufacture. Overhead ice conveyors are being built which will shoot the ice right into the hold of the vessel without the necessity of trucking it from the ice plant over the wharf. This will serve the boats more readily and will save considerable expense and time. Creasey ice breakers are used.

The books of the Company show that 250 boats use the docks at times. Among these are offshore draggers, seiners, pot fishermen, handliners, bluefishermen, clambers and gill-netters. Captain Fred Ekstrom operates three pound nets from the Cold Spring Dock.

Stanley's Bar is on the wharf (conceded by many to be the most popular on the coast), while "Curley" Sawyer, well-known chef, is proprietor of the Cold Spring Seafood Restaurant. Groceries are supplied by Konowitch Brothers and by Helgeson, Inc.



"Queen of Ferdinandina", Capt. Patsy Montagna, recently equipped with a 100 hp. slow-speed Wolverine Diesel. She has been fishing out of Ocean City, N. J.

The Hon. George A. Redding, Mayor of North Wildwood, has been President of the Company since its inception while Axel Lindholm is Vice-President. The active management of the Company falls on the capable shoulders of J. N. Laude-man, who is Secretary-Treasurer. "Jess" has been in the fisheries for many years and has built up one of the nicest trades along the Atlantic Coast and ships seafoods all over the country.

A few years ago, in reply to popular demand, the Cold Spring Supply Company opened a retail market on the dock. During the Summer season thousands of visitors visit the wharf, and go away with a package of fresh fish or other seafoods. Ed Rudolph, in addition to his other duties, is to be seen supervising the management of the retail branch of the business.

While fishermen coming into Cold Spring have always been taken care of by the private taxi of the company, the completion of the new road by Cape May County and the Penna-Reading Seashore Lines will make regular bus service available on frequent schedule.

Hourly ferry service to Cape May will be inaugurated next Spring and a large fleet of party boats will operate from the dock as they have done in the past.

A watchman and competent help are available at all times for the boats that wish to unload during the night.

A natural clam bed that has produced millions of bushels of hard clams has given a living to hundreds of men during the past ten years. Although scarcely a day passes that there is not someone clamming on the bar, hard clams can be caught every tide.

When you are in South Jersey a visit to the Cold Springs Supply Co. Wharf will be well worth your while.

S. N. E. F. A. Elects Officers

THE results of the annual election of the Southern New England Fishermen's Association, held at the meeting of December 4, are as follows: President, John W. Smith; Vice-President, George Berg; Secretary-Treasurer, Jerry Le-Blanc; Board of Directors: Chairman, John W. Smith, Nathaniel Culver, Leonard E. Allyn, Chris Christensen, Manuel Maderia, Sr., George Grogan, Frank Maria, Walter Schroder, Eugene Bogue, Elwell B. Thomas, James Holt, Alvin Scott and Lawrence Clay; Auditors: John B. Bindloss, Nathaniel Culver and George Griswold. The legislative committee of 1936 was retained.

New York National Motor Boat Show

Many New and Improved Products on Display this Year

ONE of the largest and most attractively staged National Motor Boat Shows ever held opened January 8 at the Grand Central Palace, New York City, and settled down for an eight-day run. Quite a number of manufacturers and distributors of equipment and supplies for fishing boats were represented. The following exhibits, while by no means comprising a complete list, were called particularly to our attention. Other exhibits will be described in our next issue.

Atlas Imperial Diesel Engines

Atlas Imperial Diesel engines were represented at the Show by three models. A 4-cylinder, heavy duty, 10 in. x 13 in. marine Diesel, rated to develop 135 hp. at 325 r.p.m., one of the three on display, was scheduled to be delivered immediately after the Show to the schooner *Gyda Else*, Capt. Albert Hansen, of Brooklyn, N. Y. This engine was borrowed from the owner for the Show, as the Atlas plants at Oakland, Calif., and Mattoon, Ill., are so rushed that it was impossible to schedule production of an engine solely for exhibit at the Show.

Also displayed were a 2-cylinder and a 4-cylinder $4\frac{1}{4}$ in. x $6\frac{1}{2}$ in., the 2-cylinder being rated to develop 18 hp. at 950 r.p.m., and the 4-cylinder 40 hp. at the same speed.

Exide Batteries

At the Exide exhibit, much interest centered in the Exide Marine Floating Battery System, which embodies the same principle successfully worked out by Exide in emergency lighting systems and for the operation of railroad signals.

In this system, the battery is an integral part of the power circuit and acts, while the generator is running, as a reservoir of electrical energy to absorb sudden loads on the line, preventing flickering of lights and lowering of illumination. The Exide Marine Battery supplies all current requirements in excess of the output of the generator; and when the generator is shut down, or if for any reason it fails, the battery supplies current for the lights and other electrical equipment. The battery, in turn, is kept charged by absorbing the excess current available from the generator while running under normal load.

The exhibit also included Exide Marine Batteries in 6, 12, 32 and 115-volt sizes, and the Exide-Ironclad Heavy Duty Marine Battery, especially suitable for service on commercial craft.

Essomarine

One of the most unique aquariums ever seen was the feature of Essomarine and Esso Marketers exhibit. From the briny depths of the imagination of the famous designer, Dr. Seuss, whose murals have been a feature of Essomarine's recent show exhibits, came a collection of the weirdest denizens of the deep ever imagined in the wildest nightmare of a novice skipper. From Pango-Pango to the waters of the sub-sub-Arctic these creatures were captured—some of them by dauntless "Admirals" of the now-famous "Seuss Navy"—and Dr. Seuss had them emblazoned in the Essomarine display at the Show.

And, as a particular highlight of the Esso activities at the Show, there was held the First Reunion and Indoor Fleet Maneuvers of the "Admirals" who were commissioned at the formation of the Seuss Navy last Winter at the Show.

Hyde Windlass Co.

As in past years, one of the most popular booths at the Motor Boat Show was that of the Hyde Windlass Company of Bath, Maine, with E. F. Ramsay, Superintendent of the Propeller Department, and other company executives on hand to greet old friends and make new ones. This company needs no introduction to the fishing industry, for its propellers, stuffing boxes, stern bearings, struts, shafting and other boat equipment are well known wherever fishermen operate. Samples of its extensive line of marine fittings were on display.

Cooper-Bessemer

The Cooper-Bessemer Corporation's exhibit this year featured the N-line Diesel. The type GN-8 Diesel-electric set at the Show was an exact duplicate of five units recently put into locomotive switching service by the New Haven Railroad. For marine service, the GN is built in 3, 4, 6 and 8 cylinders, the 6's and 8's being direct reversing. Bore and stroke are $10\frac{1}{2}$ in. x $13\frac{1}{2}$ in., with ratings of from 35 hp. per cylinder at 300 r.p.m. to 75 hp. per cylinder at 600 r.p.m.

The type EN-4 marine-gear Diesel, 8 in. x $10\frac{1}{2}$ in., also on display, gives 110 hp. at 500 r.p.m. It is also built as a 3, 6 and 8, the 6's and 8's being direct reversing. The rating ranges from 25 hp. per cylinder at 450 r.p.m. to 40 hp. per cylinder at 700 r.p.m.

International Nickel

The booth of the International Nickel Company on the third floor of the Show featured Monel propellers. About 100 of these wheels, in sizes from 10 to 30 inches, were on display. As announced in the December issue of the ATLANTIC FISHERMAN, these wheels are being made by the Columbian Bronze Corp., whose exhibit also included a large number of them.

Other Monel items at the International Nickel Co. booth were fastenings, propeller shafts, fittings, and many Monel items such as those used by the Coast Guard.

Fairbanks-Morse

A feature of the Fairbanks, Morse & Co. exhibit was the initial showing of a new series of medium-speed, 4-cycle Diesel engines. On display was a 6-cylinder, $8\frac{1}{2}$ in. x 10 in. unit rated at 720 r.p.m.

The new series will be built in two cylinder sizes and in combinations of six and eight cylinders, with power ratings from 180 to 280 hp. Built-in reduction gears will be offered to afford a wide range of propeller speeds. The entire line will be available for electric generating as well as propulsion service.

With this series, Fairbanks, Morse & Co. completes its line of 4-cycle Diesels. These models supplement, but in no way supplant, the F-M 2-cycle engines.

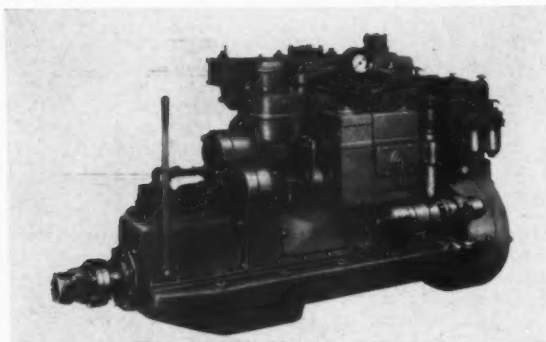
Fairbanks, Morse & Co. also exhibited several Model 36-A Diesel engine propulsion and auxiliary units, including a one-cylinder, $4\frac{1}{4}$ in. x 6 in. auxiliary unit with compressor, pump and generator; a display model showing the interior of a 4-cylinder, $4\frac{1}{4}$ in. x 6 in. Diesel generating set with 125-volt D.C. generator; a 6-cylinder, $4\frac{1}{4}$ in. x 6 in. propulsion engine with reduction and reverse gears; and an 8-cylinder, $5\frac{1}{2}$ in. x $7\frac{1}{2}$ in. propulsion engine with reverse gear.

Western Electric Radio Telephones

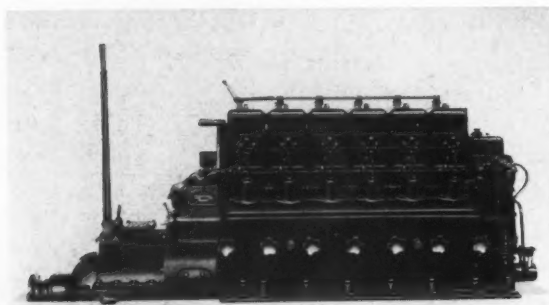
Among the modern nautical devices exhibited by the Smith-Meeker Engineering Company were the 5-watt and the 50-watt Western Electric Marine radio telephones, now offered for use on harbor and coastal vessels which ply the waterways adjacent to New York City.

The New York Telephone Company has already established a shore radio telephone station on Staten Island to enable boats equipped with this apparatus to communicate with points ashore in the Bell System. Similar shore stations are also open for service to vessels in the vicinity of Boston and Miami on the Atlantic Seaboard, and Seattle, San Francisco and Los Angeles on the Pacific Coast.

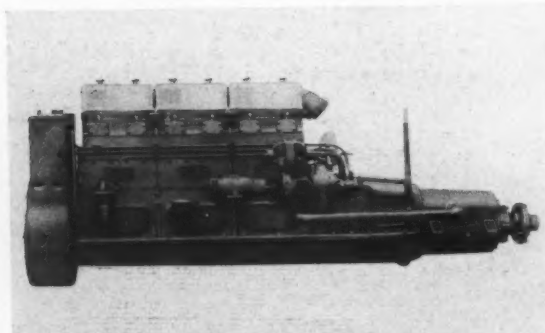
The range of the 50 watt equipment for boats is approximately ten times that of the 5 watt equipment, the ranges varying according to intervening obstacles and atmospheric conditions. The power requirements are designed so as to be within the limitations of the supply available on the small craft of today.



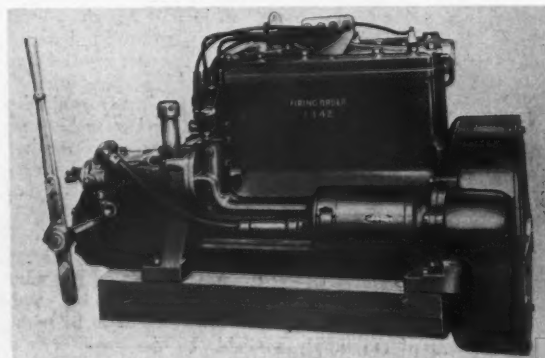
Atlas Imperial 4-cylinder, 4 $\frac{3}{4}$ " x 6 $\frac{1}{2}$ ", 40 hp. Diesel.



Fairbanks-Morse 6-cyl. Diesel, reverse and reduction gears.



Buda 6-cyl., 6-LDM-1742, Lanova Silver Crown Diesel.



Red Wing Arrowhead Junior, developing 20-40 hp.

Buda Gasoline and Diesel Engines

Both gasoline and Diesel engines were on display at the booth of The Buda Company. Representatives of the gasoline engine line were an HM-205-R, 3-13/16 in. x 4 $\frac{1}{2}$ in., and an LM-525, 4 $\frac{1}{2}$ in. x 5 $\frac{1}{2}$ in. The Diesels included a 4-LDM-196-R, 3 $\frac{1}{2}$ in. x 4 $\frac{3}{4}$ in.; 6-DLM-468, 4 $\frac{3}{4}$ in. x 5 $\frac{1}{2}$ in.; 6-LDM-691 and 6-LDML-691, 4 $\frac{3}{4}$ in. x 6 $\frac{1}{2}$ in.; 6-LDM-909, 5 $\frac{1}{4}$ in. x 7 in., and a 6-LDM-1742, 6 $\frac{1}{2}$ in. x 8 $\frac{3}{4}$ in. Of these models, the 4-LDM-196, the two 6-LDM-691's, and the 6-LDM-1742 are new.

The outstanding engine of the Buda line for 1937 is the 691. This engine develops 120 hp. at 1400 r.p.m., and 148 hp. at 1800 r.p.m. It is equipped with a Bosch pump, and has a choice of reduction gears of 2.54:1 and 2.97:1. All of the regular Buda Lanova Silver Crown combustion features are included.

Edison Batteries

The Edison Storage Battery Division of Thomas A. Edison, Incorporated, manufactures for the marine trade the Edison Steel-Alkaline Storage Battery in 53 different types and sizes. These storage batteries are available in a wide range of ampere hour capacities up to 1350 ampere hours.

The dependability, ruggedness, long life and ease of maintenance of these steel-alkaline batteries is attributed by the manufacturers directly to materials used and method of construction, to sound electro-chemical principles of operation and to the use of an alkaline electrolyte.

These Edison Steel-Alkaline Marine Batteries were shown at the Smith-Meeker Engineering Company booth.

Palmer Engines

Palmer Bros. Engines, Inc., exhibited 16 motors, ranging in size from two to 150 horsepower. A new motor, known as the GW4, was on display for the first time. It is a 65 hp., medium duty engine, with a 5 $\frac{1}{2}$ in. bore and 7 in. stroke, four cylinders, cast twin blocks, with the oiling system pressure feed controlled by adjustable relief valves. A Palmer model KD multiple disc clutch, enclosed in a separate housing, is provided. The water pump, of rotary gear type and extra heavy, is Palmer designed.

The motor is especially designed for heavy work, weighs 2400 pounds with a displacement of 664 cubic inches, has a 12 volt, two unit starter and generator ignition, double magneto and distributor. The carburetor is of the down draft type. An extra heavy five-bearing crank shaft is another feature that will appeal particularly to fishermen.

Pettit Paint Co.

The Pettit Paint Company had on display several panels showing varnish and paint finishes, and an attractive new lithographed varnish container. Visitors at the booth received a handy pocket calendar and a Pettit Log Book and Guest Register. Those in attendance included company officers John L. Pettit and John W. Johnson, and salesmen Capt. Tom Carew of Maryland, Fred Becker of Connecticut, Tom Brown of Florida, John Kutler of Jersey City and Kenneth Jones of North Carolina.

Bolinders Diesels

The Bolinders Co., Inc., 33 Rector St., New York City, occupied the same space it did last year, with Ruben Bengtson, Managing Director, in charge. Prominently displayed were a 5 kw. d.c. generator set, and a 100 hp., W7 marine Diesel.

Bolinders engines are noted for their rugged construction, which is secured without any massive weight. The crankshaft turns in SKF roller bearings, a feature which, with the spindle needle bearing connecting rod, helps to give Bolinders engines their high power per pound of weight without excessive speeds.

A variable speed governor, placed on the side of the engine, and driven by a vertical shaft, allows the operator to control the speed at will from approximately 100 revolutions to maximum speed. It is also arranged for remote control.

The same gear that drives the governor also drives the cam which actuates the fuel injection pump. Moving parts of the centrifugal governor and the cam run in oil. Fuel injection is by the well known Bolinders system with separate cut-out for each cylinder.

Columbian Bronze Corp.

In addition to the new visible intake water strainer and Monel propellers, described in our December issue, the Columbian Bronze Corp., of Freeport, N. Y., had on display samples of its bronze wheels and other marine accessories.

The company took the occasion to announce that the Riggs Fish Co., of Everglades, Fla., has just placed an order for a large stock of Columbian propellers, in order to be in a position to take care of both commercial and pleasure boat requirements in its section. At Miami, Fla., Columbian is represented by the Phillips Hardware Co., 301-3 North Miami Avenue. The Phillips Hardware Co. has purchased an additional large stock of Columbian propellers and is able to give immediate service.

Arrangements have just been made with Edwin M. Hill, of Damariscotta, Maine, to represent Columbian Bronze Corp. throughout the Pine Tree State.

Red Wing Motors

The display of the Red Wing Motor Co. included representative sizes from the gasoline line of from 4 to 125 hp., Comet full Diesel motors of 75 to 140 hp., and Hesselman spark ignition fuel oil engines of from 35 to 200 hp.

Two new models were introduced, the Arrowhead Junior, a 4-cylinder, 4 cycle, $3\frac{1}{4}$ in. x 4 in., 20-55 hp. engine, and the Red Wing Arrow Super Six, $4\frac{1}{4}$ in. x $4\frac{3}{4}$ in., developing up to 90 hp. The Arrowhead Junior will be available in two models, one a medium duty type, 20-40 hp., with grey iron pistons and castings, weighing approximately 450 pounds, and a high speed model, 40-55 hp., with alloy pistons and aluminum castings for the oil pan, reverse gear cover and flywheel housing.

Federal-Mogul Exhibit

An interesting new stroboscope demonstration was the high light of the exhibit of Federal-Mogul products. The stroboscope is the "mechanical eye" marvel which, when flashing in synchronization with the speed of the unit being studied, apparently makes it stand still while actually in motion. It was used to demonstrate the characteristics of Federal-Mogul Equi-Poise propellers.

Another action display showed the dangers and costly inefficiency of loosely fitting engine bearings. The Oil Control Demonstrator reveals, through sealed glass windows, just what happens inside the engine when bearings are improperly fitted or serviced, or excessively worn.

The exhibit of the Federal-Mogul Corp. was under the supervision of T. F. W. Meyer.

Kelvin-White Co.

The Kelvin-White Company had an interesting display of its spherical compasses and other gear. One of the new developments is the new type of hemispherical binnacle head, which gives perfect protection to the compass, yet has no glass to become broken, or any protruding parts.

The West Tele-Magnetic System, by which a course can be steered without reference to the compass, tells when the vessel is on the course, in contra-distinction to having to keep one's eye on the compass card all the time.

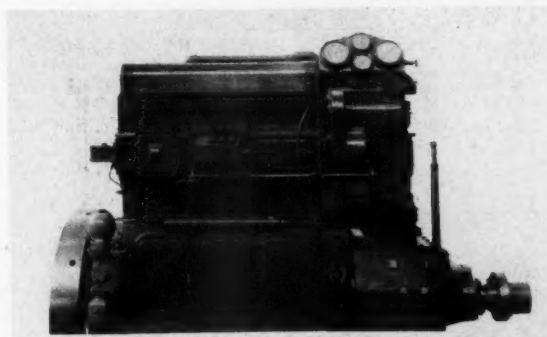
Kelvin-White Company also had an excellent display of Bludworth radio compasses, suitable for all sizes of vessels, Kenyon speedometers, Walker logs and speedometers, sextants and other instruments of navigation.

Gray Marine Motor Co.

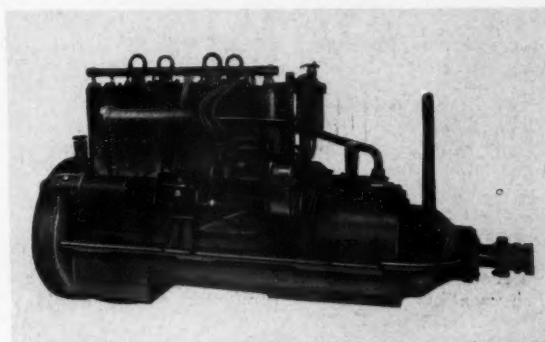
The Gray Marine Motor Company's exhibit at the Motor Boat Show included representatives from a very complete 1937 line. There were one single-cylinder engine, five "Fours," 10 "Sixes" and two "Eights," designed for medium and heavy-duty service. All are available with built-in reduction gear.

The new Gray "Four-22", described in our December issue, was on display, and also a new 6-cylinder motor, rated at 52 hp. at 2600 rpm., and presented at the lowest 6-cylinder price in Gray's history. The Company's exclusive "individual porting" system was explained by means of a large display.

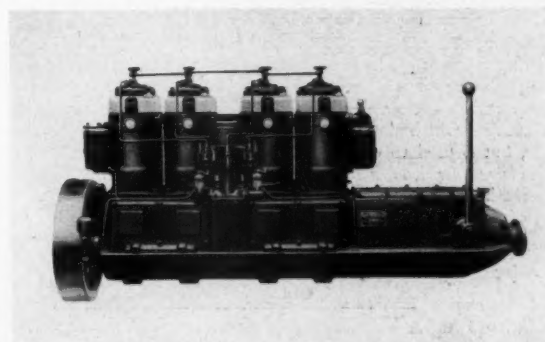
Among improvements offered this year in the Gray line are double ignition, 6 or 12 volt, standard or optional on all mod-



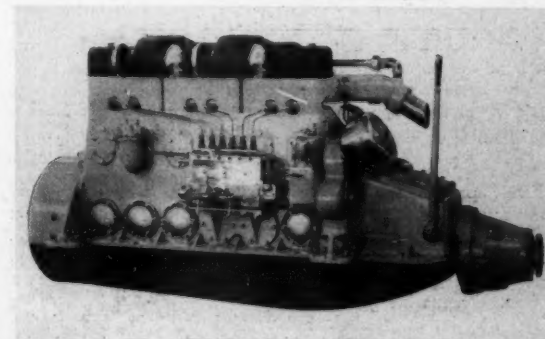
Cooper-Bessemer EN-3 Diesel with marine gear.



Palmer Bros. new GW 4, developing 80 hp. at 1200 rpm.



Bolinders 4-cyl., 100 hp., type W7 Diesel.



Superior 6-cyl. Diesel, $4\frac{1}{2}$ " x $5\frac{3}{4}$ ", 100 hp. at 1600 rpm.

els having 3 in. bore or larger, except the Eights; magneto available, with or without distributor, on all Fours and Sixes except the "Sea Scout"; improved cylinder head design; slow speed herringbone gear water pumps; valve and tappet assemblies removable without dismantling the block.

Four big sixes and the "Super Eight" complete the line, with power for boats up to 60 feet in length.

Sterling Engines

A streamlined, crankless, oil-burning opposed-piston engine, the result of 35 years of experimentation and development in the marine field, is the Sterling Engine Company's contribution to mechanical progress in 1937.

All cylinder heads, valves, cam shafts, push rods, rocker arms, springs and gaskets, and even the conventional crankshaft have been done away with through the horizontal opposed piston design. Thus greater reliability is claimed, along with lower maintenance costs. The engine is more compact than those of the vertical type and calls for a minimum of engine room height. The motor develops 150 hp. at 1,200 r.p.m. and the integral marine type planetary reverse gear and clutch, combined with reduction gears at a 2 to 1 ratio, reduces the propeller shaft speed to 600 r.p.m.

Edward Smith & Co.

Edward Smith & Co. introduced at the Show a new line of bottom paints, among them an anti-fouling green termed "unusually effective" which gives all-season protection. "Manning's Marine Anti-Fouling Green," another new addition, is less expensive than the new green, but is said to give excellent service. "Cruising Bottom Green," an old standby of the Smith line, has been improved, and is designed to give good anti-fouling protection at a moderate price. "Cruising Bottom Red" and "Fisherman Red (Copper)" are two bottom reds at prices to fit any pocketbook.

Panels were shown of all these bottom paints, together with panels of the Smith standard finishes, deck and topside paints and other items. James F. McBride, vice-president of the company, was in charge.

Lehman Company Exhibit

Among the new products shown by the Lehman Marine Engineering Co. was a self-contained fresh water cooling system. For cooling water, it is only necessary to connect one pipe line to a scoop at the bottom of the hull. This scoop is for salt water circulation which does not enter the cylinder block of the engine, but is used to cool the exhaust lines. The cooling system uses four Harrison heat transfer devices, located inside of a bronze housing. Salt water circulation is accomplished with the use of an Oberdorfer rotary type gear pump.

The Lehman Company also introduced a small, compact motor generating set, available in 1, 1½, 2, 3, or 5 kw., in either 110 or 220 volts, d.c. The generator is driven by a 4 cylinder engine developing 13½ hp., with a bore and stroke of 2.2 in. x 3 in. A ball bearing crankshaft reduces friction to a minimum.

Many refinements of the Lehman Company's previous model conversion kits, both the Model A and the V8 conversions, have been made, and were examined with interest by Show visitors.

Whitlock Cordage

The Whitlock Cordage Company did not have a separate booth at the Motor Boat Show, but several coils of Whitlock Manila Yacht Rope, Bolt Rope, Waterflex Manila Rope and Linen Yacht Rope were on display at the booth of The Durkee Company, Inc., of 29 South Street, New York City.

Superior Diesels

Five Superior Diesels were exhibited by the National Supply Company. Of these, four had the same cylinder size, 4½ in. x 5¾ in., and were the 2-cyl., 28 hp. at 1400 r.p.m.; 4-cyl., 62 hp. at 1500 r.p.m.; 6-cyl., 100 hp. at 1600 r.p.m., and the 8-cyl., 150 hp. at 1800 r.p.m. The 2-cylinder model was shown as a 10 k.w., d.c. marine generator set.

The 3½ in. counterbalanced crankshaft, 2 in. face timing gears, heavy wet type replaceable cylinder liners, and the husky

(Continued on page 24)

Great Lakes Shipyards Active Turning Out New Boats

By A. J. Blume

FROM the Peterson Boat Works, Sturgeon Bay, Wis., comes the following summary of the Company's recent activities.

"Another of our stock fish boats has been sold to Smith Bros. Fish Company of Port Washington, Wis., and is being fitted out with a 60 hp. Fairbanks-Morse Model 36-A full Diesel engine with reduction gear driving a Michigan steel wheel. A clutch takes power off the forward end of the main engine through vee-belts to drive a Gardner-Denver air compressor. The air is stored in tanks beneath the floor and is used to run the net lifter. The boat was delivered to Smith Bros. December 24th and will fish out of Sheboygan for the Winter.

"We have laid the keel for a 45-foot fish boat, 12 ft. 8 in. beam, 6 ft. depth, for the Siedl Fish Company of Menominee, Mich. The new boat is to replace the *Glenda* and her 45-50 hp. Kahlenberg will be transferred to the new hull. This new boat is of the modern transom stern type which was originated by this concern and first built for Jos. Cayner of Port Washington about two years ago. Delivery of the boat will be made about February 1st, 1937.

"During the Fall months we were very busy with repair work and among others took care of the following jobs: *Nep-tune*, Emil Nelson, Sawyer, Wis., caulking and replacing ice iron. *Diersson*, Art Weborg, Jacksonport, Wis., caulking and replacing ice iron. *Wolverine*, Smith Bros. Fish Co., Port Washington, some new planking, new stern rail, caulking and all new ice iron; new rudder and shoe. *Elsie M.*, Allen & Allen, Kewaunee, Wis., added new false keel and removed old rolling fins, caulking and replacing ice iron. *Esther C.*, Geo. Kohlbeck, Algoma, Wis., removed old type cabin, all floors and decks. Built a new and modern cabin, cabin floors, etc., and put on all new ice iron and new rudder and shoe."

Recent Construction

Recent construction at the Sturgeon Bay Boat Works, Sturgeon Bay, Wis., includes a 40-ft. fish tug, the *Lone Eagle*, for Harvey and Clyde Olson of Ellison Bay, a 45 ft. tug for Goodmader and Johnson of Washington Island, and a 42-ft. tug for Earl and Leslie Wickman of Ellison Bay. They are now working on a 38-ft. tug for Felix Pearson of Gulliver, Mich.

Wisconsin Fishermen Hold Annual Meeting

The Wisconsin Commercial Fishermen's Association at its annual meeting December 13 in Two Rivers adopted a resolution urging a Bureau of Fisheries separate from the State Conservation Department for control of commercial fishing in outlying waters. The resolution suggested that the special bureau be manned by men experienced in commercial fishing.

Another resolution proposed that no special permits be issued during the closed season from Oct. 15 to Nov. 20.

Frank Le Clair, Two Rivers, was re-elected president of the association. C. J. Winniger, Algoma, was named vice-president and Everett LaFond, secretary-treasurer.

Operating New Boats

John Cloutier of Harbor Beach, Mich., who sold his *Wolverine* to Smith Bros. of Port Washington, is now operating a new boat designed and constructed by, and named for himself.

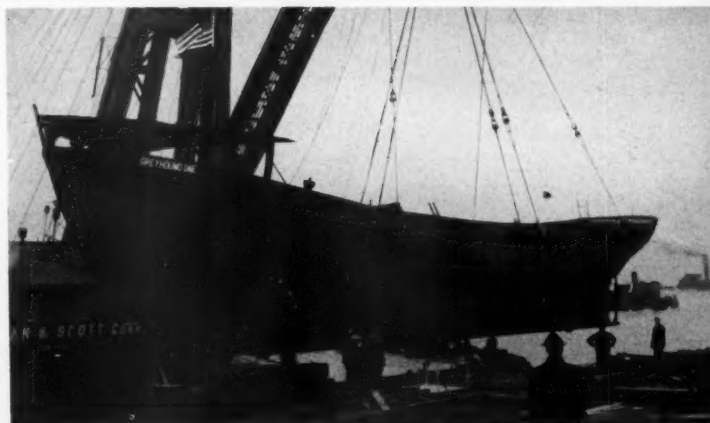
Brown Fisheries of Whitefish Point, Mich., have taken delivery of a new fish tug built for them by the Burger Boat Co.

Winter Fishing

Alpena, Mich., fishing boats have gone to Rockport, Presque Isle, and Rogers City for Winter fishing.

Gray Installations

John Lixie and Sons, East Tawas, Mich., have installed a new Gray "Six-91" in their 42-ft. trap net boat. A Gray "Four-56" has been put into the new 30-ft. fish boat owned by Frank Hammel, also of East Tawas.



Above: the "Greyhound One" in mid-air. At right, Mrs. P. J. O'Hara smashes the bottle of champagne at the same instant as the camera clicks.

Left: Top row, P. J. O'Hara and W. J. O'Hara, owners of the vessel. Bottom row: Capt. Ernest Parsons, who will take command, and John Ryan, of the Massachusetts Fish, Ice & Cold Storage Co.

Right: Top row, Raymond Russell and Ralph Russell, builders. Bottom row: Isidore Bromfield, Bromfield Manufacturing Co., and Walter K. Maier, of the Maierform Company.



"Greyhound One" Swung Overboard From Russell Shipyard in Brooklyn

A BIG crowd witnessed the most unusual trawler launching of the year at the Russell Erie Basin Shipyard, Brooklyn, N. Y., December 12, when the *Greyhound One*, first of two trawlers for P. J. and W. J. O'Hara of Boston, went into the water. Instead of leaving the usual type of ways, the 128½ ft. vessel was lifted bodily from the cradle in which it had been built, and lowered into the water.

The *Greyhound One*, designed by Gielow, Inc., and built on Maierform lines, has a Byers wrought iron hull, and a nickel-clad steel hold lining, with two inches of solid cork insulation and an additional four inch air space. Power is supplied by a fresh-water cooled McIntosh & Seymour Diesel, rated at 513 hp. at 250 rpm., with the exhaust passing through a Maxim silencer. The winch generating set is a Bromfield Deutz 3 cylinder, 2 cycle air scavenging type Diesel, direct connected to an 80 kw. Electro-Dynamic generator. There is also a Bromfield Deutz single-cylinder 2 cycle Diesel, with scavenging pump and forced feed lubrication, direct connected to a 7½ kw. Electro-Dynamic generator through a clutch to a two stage Curtis compressor. For emergency service, there is a duplicate of this unit with a pump instead of compressor.

Other equipment includes winch, winch control, fish hoist and deck gear furnished by the Bromfield Manufacturing Co., Viking and Fairbanks-Morse pumps, Goodrich stern bearing, Fathometer made by the Submarine Signal Co., R.C.A. radio telegraph, Edson steerer, and Elisha Webb range and heating boiler.

Among those present were representatives of the above equipment manufacturers; also Capt. A. Hatch of the Columbian Rope Company, D. J. Willis of the Standard Oil Co. of N. J., and H. H. Eardley of the Colonial Beacon Oil Co.

Mass. Fisheries Annual Meeting

The annual meeting of the Massachusetts Fisheries Assoc. was held December 18 in the Boston Chamber of Commerce Building, dinner being served to 38.

The following directors were elected for the coming year: Wm. S. Wennerberg, E. L. Dunn, John Nagle, A. L. Parker, B. C. Collins, B. F. Whalen, Walter S. Hallett, Charles E. Burke, Alfred Henry, Capt. Wm. E. Westerbeke, Hugh O'Brien, H. F. Robinson, F. J. O'Hara, Jr., John Graham and John A. Fulham.

Manager E. H. Cooley addressed the meeting, outlining the effects of recent Government legislation on the fisheries, and the excellent progress being made in the publicity work of the Association.

Vessel Landings Reach All-Time Record

An all-time record for vessel landings at Boston was chalked up in the year that just closed, when 315,537,414 pounds were brought to the Fish Pier in 6,737 trips. This total exceeds that of 1935 by 36,505,914 pounds. Largely responsible for the increase was the demand for red fish, which accounted for approximately fifty million pounds, not including landings at Gloucester.

Improvements at Esso Storage Plant

The Colonial Beacon Oil Company, distributors of Essomarine fuels and lubricants, are making improvements costing \$40,000 at their bulk storage plant and refinery in Everett, Mass.

Willard Battery Installed

The *Frances C. Denehy* was equipped last month with a 16 cell, 32 volt, Willard reserve capacity battery, type KTWS 21.

Lister Installations

The *Bettina*, owned by John Chisholm, of Gloucester, and the *Maris Stella*, have each been equipped with a 5 kw. generating set, consisting of a Lister Diesel driving a Diehl generator, and an electric fish hoist operated by a Diehl motor. The Wharf Machine & Electric Co., Inc., of Boston, made the sale and installation.

"Jennie and Lucia"

Launched at Rockland For Her Gloucester Owners

By Alfred Elden

A YOUNG man had the honor of christening the *Jennie and Lucia* when she started to slide down the ways at the Morse Shipbuilding Corp., Thomaston, Maine, on Tuesday, December 29, Master Joseph Susana substituting for his sister and breaking the bottle of champagne with a resounding crash. The *Jennie and Lucia*, built for Samuel Susana and Capt. Joseph Brancalone, took the water in a most graceful manner before an audience of enthusiastic spectators.

A unique feature of the launching was the fine calculations of the shipbuilders in providing for the vessel's clearance by inches of the roof of the shed in which she was constructed.

The *Jennie and Lucia* is named after the daughter of Mr. Susana and the wife of Capt. Brancalone, who will be skipper.

The vessel will leave the shipyard in a short time for Hathaway's at Fairhaven, where deck equipment will be installed, after which she will sail for Southern waters.

After the launching an informal dinner was served to friends of the owners from Gloucester and Boston.

The *Jennie and Lucia*, 85 ft. in length, 17½ ft. beam, 10 ft. draft, will be powered by a Cooper-Bessemer Diesel engine, 180 hp., Model FP6, 6 cylinder, 4 cycle, direct reversible. Other equipment will include a Lister Diesel auxiliary and Edson steerer. The vessel has a capacity of 90,000 pounds of iced fish. Fuel, lubricants and greases will be Essomarine, supplied by the Colonial Beacon Oil Co.

Among those present from Gloucester were Capt. Joseph Brancalone and Samuel Susana, co-owners; Master Joseph Susana and Master Leo Susana; Capt. Albino M. Pereira of the *Rio Douro*, whose vessel also was built at the Morse Shipyard; and Chief engineer John Grogan; Robert Souza, Cooper-Bessemer Corp.; and from Boston, W. F. Nee, Colonial Beacon Oil Co.

Lobster Advertising Program Under Way

The Maine Development Commission, in cooperation with the Department of Sea and Shore Fisheries, is proceeding with its plans to advertise Maine lobsters in the important markets of the nation. Advertisements will feature the trade-marked metal-covered wooden claw plug, developed by Sturges Dorrance of Dorrance, Sullivan & Co., and carrying the legend "State of Maine Lobster. Firmer Meat—Finer Flavor."

To determine the extent of cooperation that may be expected from wholesalers in cities where the campaign will be carried on, the Maine Development Commission has sent out a questionnaire to some 600 wholesalers, asking for opinions on the quality of Maine lobsters compared with those from other sections, the best newspapers to use, the trade-marking

idea, and information on the comparative quantity of Maine lobsters now handled, sources of supply, names of shippers, etc. When the returns are tabulated, the Commission expects to have a good idea of the problems involved, the preferred advertising mediums, and other useful information on which to base the sales promotional efforts.

New Boat for Capt. Bain

The Snow Shipyard at Rockland are starting a new vessel for Capt. A. A. Bain of Owls Head, to be powered with a 140 hp. Wolverine Diesel of the very latest type, turning at only 350 rpm. and provided with a fully automatically lubricated reversing clutch.

Two Superiors for Tanker "Normad"

A pair of 6 cylinder, 2 MRA Superior Diesels, with 3 to 1 reduction gears, have been sold by the Walter H. Moreton Corp., Boston, for installation in the tanker *Normad*, operated by the Atlantic Transporting Co., of Rockland, Me. The *Normad* is used in carrying Shell products.

Fisheries Commission Meets

The Maine fishing industry and serious problems confronting it were discussed at a meeting of the Commission on the Revision of the Laws Relating to the Protection and Taking of Groundfish, at the offices of the Department of Sea and Shore Fisheries, in Thomaston, on Dec. 22. Members of the Commission who have made a careful study of conditions during the past two years compared ideas and considered several possible solutions. No official recommendations were made but the adoption of a 4¾ inch minimum mesh for otter trawls, closing certain spawning grounds during the spawning season, the protection of small flounders and the closing of the territorial waters of Maine to out-of-State fishermen for several months each year were talked over.

Special Lobster Law

Off at Monhegan Island they have a special lobster fishing law. Nobody is allowed to set a trap until Dec. 1 and they have to take them up June 29. Just now prices are well up and the lobsters are at their best. About 25 men are fishing close to 5,000 traps this Winter and expect a banner season.

Boston and Gloucester Boats at Portland

During November and December eight big Boston and Gloucester schooners sold half a million pounds of groundfish in the Portland market, preventing a local fish famine which would otherwise have resulted from the Portland fleet's inability to cope with bad weather conditions.

Assigned to Fisheries Office

Following the retirement of Walter H. Rich from the Bureau of Fisheries office in Portland, a reorganization of the Maine work has been effected. B. E. Lindgren has been assigned to the duties in connection with the reporting of daily landings of fishery products at Portland, in addition to completing the general canvass of Maine now under way and conducting the canning and by-products survey which will be started shortly.



Captain Joseph Brancalone and Samuel Susana, co-owners, aboard the "*Jennie and Lucia*." At right, the "*Jennie and Lucia*" shortly after the launching.



TOP ROW, LEFT TO RIGHT: Capt. Antone Sears, "Evelyn G. Sears"; Francis D. Enos, United Fisheries; Anthony G. Mitchell; Capt. Joaquin Gaspar, "Elvira Gaspar"; Capt. David Lopes Maranhas, Treasurer, Gloucester Oil Supply; Capt. Joseph Goulart, "A. Piatt Andrew"; Robert Souza, Cooper-Bessemer Corp.; Capt. John Carrancho, "Leonora C."

BOTTOM ROW, LEFT TO RIGHT: Capt. Harry Clattenburg, "Shirley M. Clattenburg" and "Agda"; Del Burr, Burr's Yacht Station, New London, Conn., Essomarine Distributor; W. A. Noyes, Adv. Mgr., Colonial Beacon Oil Co.; Capt. Albino Pereira, "Rio Douro"; R. B. Bedford, Jr., Standard Oil Co. of N. J.; William F. Nee, Essomarine representative; Capt. Joseph Sears, "Babe Sears"; Lawrence C. McEwen, Cooper-Bessemer Corp.; Capt. Domingos Godinko, "Magellan."

Gloucester Captains and Crews Given Holiday Send-off

APPROXIMATELY 300 persons attended the annual Christmas party for the customers of the Gloucester Oil Supply at D.E.S. Hall on December 26. Features of the evening's program were vaudeville acts and impromptu skits, as well as music by a stringed orchestra. The affair was attended by captains and members of crews, as well as a number of representatives of the marine industry from Boston, New York and New London, Conn. Advantage was taken of the occasion to give a good send-off to those vessels leaving for Southern waters.

Capt. David Lopes Maranhas, treasurer of the Gloucester Oil Supply, was in general charge of the festivities, and was assisted by a committee of skippers. He made the welcoming address. Refreshments were served.

In addition to the vaudeville performance, the Esso Market-ers showed several sound motion pictures, "The Magic of Oil," "Devil's Playground" and other films.

Converted from Steam to Diesel

The tug boat *Mariner*, operated by the Mariner Tow Boat Co. of Gloucester, has just been equipped with a 160 hp., Model 35, Fairbanks-Morse Diesel, replacing a steam power plant.

Halibut Season Starts

The Gloucester schooner *Raymonde* has hauled out of market fishing to be overhauled and repaired. Capt. Carl C. Olsen, her skipper, expected to sail on January 10, to begin the halibut season.

Another to start for halibuting was Capt. Archie A. MacLeod who will again take the *Gertrude L. Thebaud*.

The ranks of the halibuters will be thin this season, very few planning to hunt for the big fish. Up to the end of December the vessels to engage in this branch of the fisheries included the *Raymonde*, *Gertrude L. Thebaud*, *American*, and *Imperator*.

Still Landing Good Redfish Trips

Considering the weather and time of year, the dragger *Alvan T. Fuller*, Capt. Matthew Sears, made a fast trip last month, being out just a week, and arriving home with 85,000 pounds of redfish in her holds for Gorton-Pew Fisheries.

It was said along the waterfront that redfishing would be finished when Winter began. But even after Christmas large quantities of the fish were being landed.

Radio Beacon May Be Removed

It is reported that Eastern Point may lose the radio beacon which now calibrates to the benefit of craft, seeking to enter Gloucester harbor through the fog. The beacon with a range of seven miles, is of real worth to the fishermen and other craft equipped with radio direction finders, in making harbor here.

The government on the other hand is said to be contemplating installing a much more powerful beacon there, one which will have a radius of 1000 miles, but which will not be as convenient to small craft entering this harbor.

Interested persons here are striving to gain the support of local maritime leaders to retain the small beacon, as well as to get the other.

Installations of Radio Direction Finders

Tom Thompson of Gloucester has installed four radio direction finders on local schooners, these being the *Balila*, Capt. Peter Strescino; the *Rio Douro*, Capt. Albino Pereira; the *Marie* and *Winifred*, Capt. Jerome Noble, and the *Bettina*.

Wolverine Installed in "Mary F. Ruth"

The *Mary F. Ruth* of Gloucester has had installed a 100-120 hp. Wolverine Diesel engine. Capt. Eugene Lafond and crew were anxious to get home for Christmas, and the actual installation of the engine was done in three days. The engine was started, and after only 20 minutes preliminary run started off for Gloucester. The run from Bridgeport to Gloucester was made in record time, arriving on Christmas Eve.

"Herald" Carries Fishing Pictures

A full page of excellent pictures of fishing operations appeared in the rotogravure sections of the Boston *Herald* on Sunday, December 20. Entitled "With the Fishing Fleet in Mid-Winter," the pictures were taken aboard the *Corinthian*, Capt. Al Hines, by Col. Edwin H. Cooper, and were published through the courtesy of the Gorton-Pew Fisheries Co., owners of the vessel.

Capt. Theriault Featured in Cigarette Ad

Cigarette manufacturers searching for testimonials have discovered the fishing industry. A recent advertisement of one of the popular brands carries a picture of the well-known Capt. Simon Theriault of Gloucester, together with his endorsement of the brand.

Maryland Entire Oyster Fleet Out As Rich Dredging Area Opens

By Edward Bowdoin

THAT rare and spectacular event, the massing of Maryland's oyster dredging fleet, signaled the opening on Tuesday, December 8, of a rich Chesapeake Bay oyster rock, closed for more than five years as a seed area.

About 125 boats of all sizes suitable for dredging, together with Conservation Department patrol boats, moved back and forth from dawn until sunset over the four mile square area.

The newly opened dredging area is located west of an imaginary line from Miller's Island Light to a fish buoy off Swann Point on Kent Island. For the last five years that section of the bay south of the so-called "Tea-tables" has been closed to commercial oystering, and has been used as a reserve seed area by the Conservation Commission.

After a preliminary inspection of the morning catch, it was estimated that the four hundred fifty watermen on board the boats would have cargoes worth approximately \$10,000 by nightfall. Crews aboard the boats ranged from three to eight men and watermen said the estimated 16,000 bushels dredged would bring in more than \$20 to each man.

One boat, skippered by Capt. Robert Shores of Deals Island, seemingly guided the fleet of oyster boats as its unofficial commodore.

Tri-State Assoc. Holds Meeting

A meeting of the Tri-State Seafood Association was held in Cambridge, Md., on Monday, Dec. 21. The meeting was called to order by William McCabe of Ocean City, Md., president of the Association. Sterling Harris, secretary of the Association, was present.

A committee was appointed to represent the Tri-State Seafood Association at a meeting held in Baltimore on Dec. 23, with members of the State Planning Commission. The members of the committee were as follows: Wallace M. Quinn of Crisfield, chairman; Capt. Bill Carroll Todd of Deals Island; William Adams of the W. H. McGee Co., of Baltimore; George Harrison of Tilghmans; Albert Woodfield of Galesville; Warren Denton of Browne's Island; Oscar Nelson of Hoopersville; Ell Levy of Chestertown. It is the purpose of the committee to present a seafood program for the state that will meet with the approval of the State Planning Commission. Among Crisfield packers present at the meeting were Chas. A. Lookerman, Murray J. Ward, Wilbert Coulbourne, Chas. W. Howeth, Chas. Woolston, Wallace M. Quinn, and Glenwood Evans. Judge Robert F. Duer, chairman of the Maryland State Conservation Commission, addressed the meeting.

Building New Menhaden Boat

The Wallace M. Quinn Fisheries of Fernandina, Fla., are adding to their fleet by building a new steamer. The boat will be 98 ft. long, 19 ft. wide, and a 7 ft. depth. She will be powered with a 140 hp. Fairbanks-Morse Diesel engine. Capt. Larry Daugherty of Crisfield is superintendent of the construction work. The new steamer will be launched in May.

May Erect Fish Factory

The Wallace M. Quinn Fisheries are contemplating erecting a fish factory either in Crisfield or Coulbourne's Creek, about eight miles from Crisfield, in the near future.

Opposes Leasing of Public Rocks

The leasing of Maryland oyster rocks to private planters—looked upon by some leading conservationists as the sole means of saving the State's oyster industry—drew the fire of the seafood division of the Crisfield Chamber of Commerce.

Wilbert Coulbourn, chairman of the seafood division, was authorized to write all oyster packers, requesting them to "organize one hundred per cent" against any proposed legislation to lease the rocks.

News from the Gulf

By T. F. Cunningham

Mobile, Ala.

THE Dixie Boat Co., under the management of J. M. Hargraves, continue to keep busy and have added many new features to their plant. This concern specializes in Little Dixie boats. Mr. Hanson, another member of the firm, assists Mr. Hargraves in creating new models.

Capt. Harry Williams of the *North Star* is keenly interested in the oyster industry, and is especially concerned with any rules and regulations which might improve the industry.

Capt. Eric Johnson of the *Victor*, after riding the seven seas for the last 45 years has been forced into retirement with failing eyesight. The *Victor* has been purchased by an oyster company and is now operating under a new skipper.

The A. H. McLeod Company report an increase in business over the corresponding period last year, and view the coming season as a banner one.

Pensacola, Fla.

O. J. Huggins, for many years representing the A. H. McLeod Co. of Mobile, now operates a fine marine supply house at Pensacola, Fla. His line consists of every known article used on the waterfront and a full and complete line of new Diesel equipment.

Capt. Leo Wells of the Warren Fish Co. is again about after being confined to the hospital in Mobile for several weeks. Capt. Wells is one of the old timers out of Gloucester, Mass., and one of the first to make Pensacola the haven it now is for the Gloucester men.

Capt. A. H. Matroo is now in charge of the *Barcelona* owned by the Warren Fish Co.

St. Augustine Items

By Leonard Willey

New Shrimpers

THE New Augustine Boat Building & Repair Shop are building a 50 ft. shrimp which will go to North Carolina when finished.

The frames are up in Syrmis' Boat Works for a 47 ft. shrimp for a Northern owner.

At the same plant a 40 hp. Lathrop has recently been installed in the *Effie L.* of Philadelphia. The boat was also fitted with a Hathaway stern bearing and Hyde wheel. When this work was finished the boat went to Morgan City, La.

Superior Diesel Installed

A 60 hp. Superior Diesel has been installed in the *Rainbow* owned by Capt. Wesley Robinson of St. Marys, Ga., and fishing out of St. Augustine.

New Shrimp House

The St. Johns Shrimp Co., Felice Golino, owner, has constructed a new and more modern shrimp house, which is larger than its old one.

Shrimper "Grace" Driven Ashore

Last month Fred Hanson's shrimp *Grace*, while coming into the inlet during the night had trouble with her steering gear. Before she could get the emergency tiller she hit the bar and was in the breakers. A strong wind drove her onto the beach. The men put in a bad night in the rigging, the seas at times breaking over the vessel. Before long she was buried in the sand up to the water line. Revenue cutters were called to pull her off, but they were unable to move her. When it was found that it was impossible to pull her off, all the machinery was removed and the vessel was jacked up on the beach and put in a cradle. New planking was put in the port bow below the water line and after all the work was completed she was launched in the cradle and hauled off by a cutter.

"Ojus" Complete Loss

The *Ojus* of St. Augustine, owned by Capt. Fagen, was wrecked while entering New Smyrna in the night recently. No lives were lost, but the engine was the only thing which was salvaged from the boat.



Fishing boats at the plant of the McCreary Fisheries Co., Tarpon Springs, Florida.



*"Buster" Mirabella,
Mirabella Fish Co.,
Tampa, Florida.*



Capt. Carl Darenberg's party boat at West Palm Beach, Fla. Equipped with a Chrysler engine, Exide batteries and Columbian propeller.



The "Danny Boy," one of the fleet owned by the Star Fish & Oyster Co., Mobile, Ala. Powered by a 75 hp. Superior Diesel. The "Danny Boy" is one of fifteen yacht-type vessels operated by this Company.



"Angelus V," Capt. Mike Genese, owned by the Standard Fish & Oyster Co., Apalachicola, Fla., and powered with a Palmer engine.



"Miramy," Capt. Thos. E. Jones, at Palm Beach, Fla. Equipped with two Gray motors, Columbian propellers, Monel Metal sink and fittings, and painted with Tarr & Wonsen and Edw. Smith & Co. products.



One of the two 375 hp. Atlas Imperial Diesels for the tanker "M.L. Sylvia" being built by Hathaway Machinery Co., for the Luzo Petroleum Transport Co.

New Bedford Reports the Best Scallop Season on Record

MORE scallops than ever before were landed at New Bedford this past year. Practically all of the fleet of between 20 and 25 vessels have brought their fares to this port, with only a few running to New York. Prices have been good compared with the last few years.

At the first of January only three boats, the *Shannon*, *Gay Head* and *Friendship*, were still scalloping, with the season nearly finished. The other scallopers have changed over to other types of fishing. L. S. Eldredge Co. reports that flounders are now being landed in large quantities. The small boats are catching yellowtails and quohaugs.

"Mary Grace" Has Stern Repaired

The new schooner *Mary Grace* of Gloucester recently had her stern repaired by Casey Boatbuilding Co., after being struck by a barge in the Cape Cod canal.

"Natator" Ready for Shrimping in Maine

The Casey Boatbuilding Co. also did a considerable amount of work on the *Natator*, owned by Russell Grinnell of Providence, prior to her going shrimping in Maine. New hauling gear, including Clark trawl boards, was installed. The *Natator* is the smallest dragger known to be in operation, being only 32 ft. long, and powered by a two cylinder engine.

Derrick Erected at Casey's

Casey Boatbuilding Co. recently finished erecting a derrick of 30 tons capacity on their wharf for use in lifting out small boats for repairs. It was especially constructed to facilitate the handling of seine boats while the Gloucester fleet makes New Bedford its base. There are accommodations for 40 boats which can be placed in a cradle ready for repairs three minutes after leaving the water.

"Addie May" Bought by Capt. Murley

Capt. Ernest Murley has bought the 70 ft. dragger *Addie May* from Dr. Chas. F. Perry of Block Island.

Fishing Out of New York

The *Chas. S. Ashley* of New Bedford is now fishing out of New York, with Capt. William Meade at the wheel.

Hathaway Building Welded Tanker

Work is progressing at the Hathaway Machinery Company's plant on the new 180 ft. welded tanker *M. L. Sylvia*, being built for the Luzo Petroleum Transport Co. of New Bedford. The machinery is now being put in place and includes two 375 hp. Atlas Imperial Diesel engines for propulsion, a 45 hp. Atlas pumping unit, and an Atlas auxiliary engine.

"Julia-Eleanor" to be Completed March First

Capt. Ambrose Smith expects that his new 90 ft. dragger *Julia-Eleanor* will be completed by March 1 at the I. L. Snow Co. yard, Rockland, Me. The vessel will be practically a duplicate of the *Mary Jane* and will be launched completely equipped, ready for fishing.

Vineyard

Planning for Big Fishing Year in 1937

By J. C. Allen

*Now comes the glad New Year, and every man
Refits and plans his cruises with the rest,
Secure in his belief that of his years,
The coming one will surely be the best.*

AND it is all wrong to start the New Year by knocking the old so the Wheelhouse Loafer, who pilots this column will refrain from such an act. He will not say anything about the cussed weather that hit these latitudes full and by for three solid weeks in December. No. Neither will he go into the details of the cross and cockeyed sea that ran so high it even drove the sea-scallopers in from their grounds.

The Turn in the Tide

But mention will be made of the turn in the tide, when the gang did strike on fish and were able to lay to their gear. All in all, the luck for the month was pretty good. The draggers laid up more than anyone and this refers to the larger craft, for the smaller fishermen had a side-line or two that they pursued. They set their celpots and went after the scallops inshore and the scallop market has been the steadiest in years, although the run of prices was low as compared with many another year that can be recalled.

Many New Boats Ordered

More boats are being planned for this Winter's building than has been known since the whaling days when they turned out whaleboats by the mile. Orders for nearly thirty, of all sizes, have been taken by the local Island builders. While some of these are pretty small, they are boats just the same, and several of them are good-sized.

Heavy Catches of Yellowtails

The latter part of December brought luck with the striking of a tremendous body of pugs off Nomans. There has been no time in recent years when such a fleet has fished in company, nor any time when all hands drew as large a cut of the common luck. The heft of the haul was yellowtails, which are notoriously cheap at any time, yet the catch was so heavy that all hands paid a dividend.

Eelers

The eelers did a grand job this season. The baited pots drew their quota, and the prices paid for the principal shipment, which included the bulk of the Vineyard catch, was far ahead of anything paid in recent years.

Scallop Fleet Largest Ever

The largest fleet ever known, fifty-odd boats, turned out on the opening day in Menemsha Pond and the luck was very good, all hands securing their limit daily for a couple of weeks, before any signs of slackening-up were seen.

Our sea-scallopers will probably all be pursuing other business, either here or elsewhere, by the time this report is read. The tough weather and the distance that they have to travel to fish, makes this industry a tough one to follow in Winter. They have had a wonderful season, with only a couple of spells of weather that really interfered with fishing and prices have been climbing steadily every month.

Harbor Improvements

Waterfront business is booming here at the Vineyard. A big program of harbor improvement in Oak Bluffs and Vineyard Haven, is already under way.

A new opening into Sengekontacket Pond, Oak Bluffs, is to be cut at once, opening a couple of square miles of new shell-fish beds, where scallops, quohaugs and soft clams have seeded since the days of Miles Standish, but never grown because of lack of circulation of the water. This new opening is supposed to provide that circulation according to the best authorities in the state.

New Jersey Oyster Dealers Sponsor Radio Program

By R. R. Smith

SEVERAL of the leading oyster producers in the Delaware Bay section are sponsoring a weekly broadcast from radio station WPG, Atlantic City, N. J. The program started Wednesday, September 16, and will be given every Wednesday evening from 10 to 10:30 p.m., until January 27, with a possibility that the contract may be renewed after that date.

For entertainment, the oystermen offer Harry Reser and his orchestra with Lynne Gordon, and the Delaware Bay Harmonizers. Commercial announcements feature the health value, delicious flavor, and other well known attributes of the oyster, with, of course, special reference to oysters taken from Delaware Bay.

Sponsoring the program are J. M. Garrison, Maurice River; in Bivalve, Newcomb Brothers, Stowman Brothers, G. Christy Yates, S. D. Lore & Son, Joseph N. Fowler, Sheppard Campbell, and E. C. DuBois Co.; in Port Norris, the Independent Oyster Packing Co., Port Norris Oyster Co., Planters Oyster Co., and Miller & Hollinger.

Good Run of Cod Fish

During the month of December, fishermen along the Jersey coast enjoyed a good run of cod fish, the fish holding well inshore, which gave the smaller boats an opportunity to make good catches.

Captains Cassidy of the *Ranger* and Carl Hass have been experimenting with suspended cod fish set-lines, which have proved very satisfactory, and they expect to continue.

Captain Fred Lund with the *William and Warren* brought up 4,000 pounds of cod fish close in shore with a drag net.

The *Patience*, with Capt. David Gallagher owner, has discontinued clamming and is cod fishing off South Jersey.

"Doris Gertrude" Nearly Ready for Fishing

The *Doris Gertrude*, built by Capt. Harry Mogck, left Cape May in the late afternoon of December 11 and arrived at the Fishermen's Association Wharf, South Brooklyn, N. Y., at 3 A.M. the morning of December 12. Capt. Ed. Johansson, her owner, started immediately to equip his new vessel for her maiden trip to the fishing banks. The *Doris Gertrude* is powered with a 150 hp. Wolverine engine, and equipped with Hathaway winch and fittings.

Surf Clams

The supply of cod fish bait (surf clams) appears to be a little below normal for this time of year. However, shippers have pressed additional boats into service and the outlook is good.

Fisheries Convention

A Fisheries Convention and Exhibition, to be held in Atlantic City February 4, 5 and 6, has been announced by the Eastern Fisheries Association, and a preliminary program has been outlined.



The "Timothy B. O'Connell," owned by the Newport Oil Corp., Newport, R. I., transports Shell fuel and lubricating oils. Equipped with Winton engines, and Exide batteries.

Rhode Island Oyster Producers Enjoying Busy Season

PRESIDENT J. Richards Nelson of the New England Oyster Growers Exchange reports that the condition of Rhode Island oysters is much improved this season and that more are being sold at higher prices. The Exchange has done much to stabilize prices which were increased 15 cents per gallon December 1. Mr. Nelson believes the increase in the demand is due largely to the efforts of the Oyster Institute of North America through its national advertising campaign.

In line with its plans to bring about better merchandising methods, particularly in New England, the Exchange recently placed in operation a 1000 gallons capacity truck, to be operated regularly to Maine and New Hampshire points.

Greene Plant Kept Busy

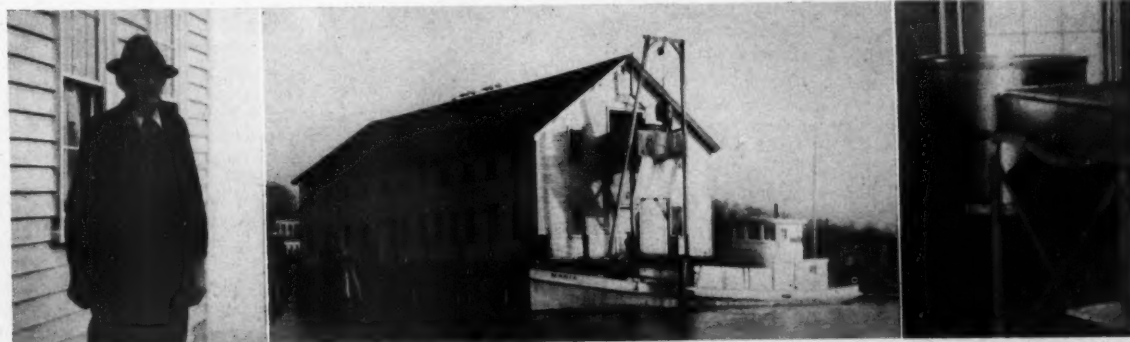
One of the fine oyster plants in Warren, R. I., is that of the George T. Greene Estate, of which Robert H. Greene is manager. With 37 years experience in the oyster business, Mr. Greene is well qualified to operate this progressive firm which has a compact, yet well arranged, modern plant with all needed facilities.

The Company operates the oyster dredge *Maria*. Most of its business is in opened stock. The Mid-Western markets are particularly active this year and requiring large, regular shipments. Mr. Greene's 25 employees are kept busy filling orders.

All dippers, washers and blowers at the Greene plant are of Monel Metal. A Little Giant ice crusher furnishes ice for shipping the oysters which are packed in National cans.

A Busy Boat Yard

One of the best-known boat builders on the coast is Albert E. Adler, whose yard is at Warren, R. I. Mr. Adler has a large number of yachts, launches, sailing dinghies and other craft to his credit, and also operates a marine railway and storage yard.



Robert H. Greene, manager of the Geo. T. Greene Estate, oyster producers of Warren, R. I. Center, the Greene plant, with the Wolverine-powered "Maria" alongside. Right, a corner of the packing room, showing some of the Monel Metal equipment.

New Brunswick Weirmen Have Good Season. New Fish Plants Seem Assured

By C. A. Dixon

WEIR men in Southern New Brunswick, or at least in certain sections of the province where sardine herring abound, benefitted to a considerable degree, from the fact that the two Canadian sardine canning plants, those of Connors Bros., Ltd., and H. W. Welch, Ltd., remained open until just prior to the Christmas holidays, and even during the month of December, purchased considerable quantities of fish from Deer Island, Campobello and other Charlotte County fishermen. The price of \$6 a hoghead was maintained despite the fact that competition from Maine packers ceased in the early Fall. Deer Island weirmen were particularly lucky as the schools of sardine herring remained in that vicinity at locations on the upper end of the island just across from Eastport, Me., all the Fall and first part of the Winter. Although no major catches were taken by the weirmen, steady ones of from ten to twenty hogheads were caught, and in most cases fishermen were enabled to dispose of one or two of such sized lots each week. Others were more fortunate and sold fish in from ten to twelve hoghead quantities three or four times each week. A great many of the weirs were stripped of marline netting and brush prior to the early Winter gales, but those who owned weirs in more sheltered locations kept the structures in fishing condition all the month of December, or practically so. It is reported on reliable authority that the total pack of Connors Bros., Ltd., of Black's Harbor, N. B., during 1936 will approach or exceed 400,000 cases—a record output for the concern, which packed approximately 340,000 cases in 1935. H. W. Welch, Ltd., of Fairhaven also made a record pack.

Fish Plants May be Built

Campobello fishermen are looking forward to the establishment of a fish canning plant and fish meal plant at Wilson's Beach. It is also said that a large plant for the curing of kippered herring and other herring products will be established at Grand Manan.

New Boats Added to Fleet

Charlotte County fishermen continue to add fine new fishing boats to the fleet at various coastal villages in the county. Some of these have been purchased in Nova Scotia while others have been built by local boatbuilders at Deer Island and other places. With better times prevailing much more money is being spent in boats and equipment, and more new craft will be added to those already purchased and built during the coming Winter and Spring. Dealers in fishermen's supplies report a good season this year, and larger quantities of rope, twine, netting, lines, and engines and fittings have been sold.

Would Conserve Clam Beds

Measures will be taken to conserve the clam beds of Southern New Brunswick, the ATLANTIC FISHERMAN has been informed by Fisheries Supervisor J. F. Calder. Large quantities of clams have been and are being sold to Maine canneries and considerable quantities are being canned annually in the province of origin. It is expected that opposition to any curtailment of production will be made by clam diggers in some sections of the coast, as quite a large number of fishermen depend almost solely on clam digging as a means of earning a livelihood during the Fall, Winter and Spring.

High Prices Paid for Lobsters

Lobstering in Southern New Brunswick from Saint John County, along the Charlotte County mainland shore, and at Grand Manan failed to produce as many shellfish as in other years, but prices received by the fishermen were high enough to offset losses in the catch at some places. Lobsters have not been so high in price for years and at some places fishermen got as high as 33c a pound for their landings.

Lunenburg Fishermen Organizing To Form Fishermen's Union

By H. R. Arenburg

DUE to the declared need for action, a movement towards organization is under way throughout Lunenburg County, summoning all fishermen to its ranks. Culmination of the efforts of those behind the movement is expected to materialize before the fresh fishing fleet sails again for the banks after the end of the year. Low prevailing prices and small returns for the hazardous toil of the fishermen are factors which have induced this movement. Many fishermen have signed a petition to form a Fishermen's Union.

Fishing Fleet Being Overhauled

All the vessels of the fishing fleet were in port over the Christmas holidays. They are being overhauled in preparation for their operations on the banks.

Lobster Boat Launched

A new boat was launched from the shop of Joseph M. Deveau at Salmon River. She was built for Port Maitland parties and will be used in the lobster fisheries. This is the 316th boat constructed by Mr. Deveau.

Converted Into Scallop Dragger

The *M. V. Muir*, recently purchased by Captain Frank Backman, from parties at Mahone Bay, has been converted into a scallop dragger by Eleazer Cook and son.

Carrying Fresh Fish

Motor vessel *Vanabeim*, Captain Walter Creaser, of Riverport is under charter to engage in the fresh fish carrying trade between Ingonish and Sydney.

With the Schooners

The schooner *R. B. Bennett*, Captain Elburne Demone, arrived from the banks with a good catch of fish which was landed at the plant of the Lunenburg Sea Products, Ltd. The *Bennett* was then placed on the marine railway for repairs.

Tern schooner *Evelyn Wilkie*, Captain Ernest Wilkie, was in port from Turks Island with a cargo of salt for W. C. Smith & Co., Ltd.

Tern schooner *Charles & Vernon*, Capt. George Corkum, arrived from Turks Island with a cargo of salt consigned to Robin, Jones & Whitman, Ltd.

Memorial to Fishermen to be Erected

A memorial to the fishermen and seamen of Lunenburg will be erected at the Western end of the town, near the junction of the Bridgewater and Mahone Bay roads. The funds for this worthy cause have been held in trust for some time and the movement to erect the memorial meets with the unanimous approval of the town's citizens.

Digby Activities

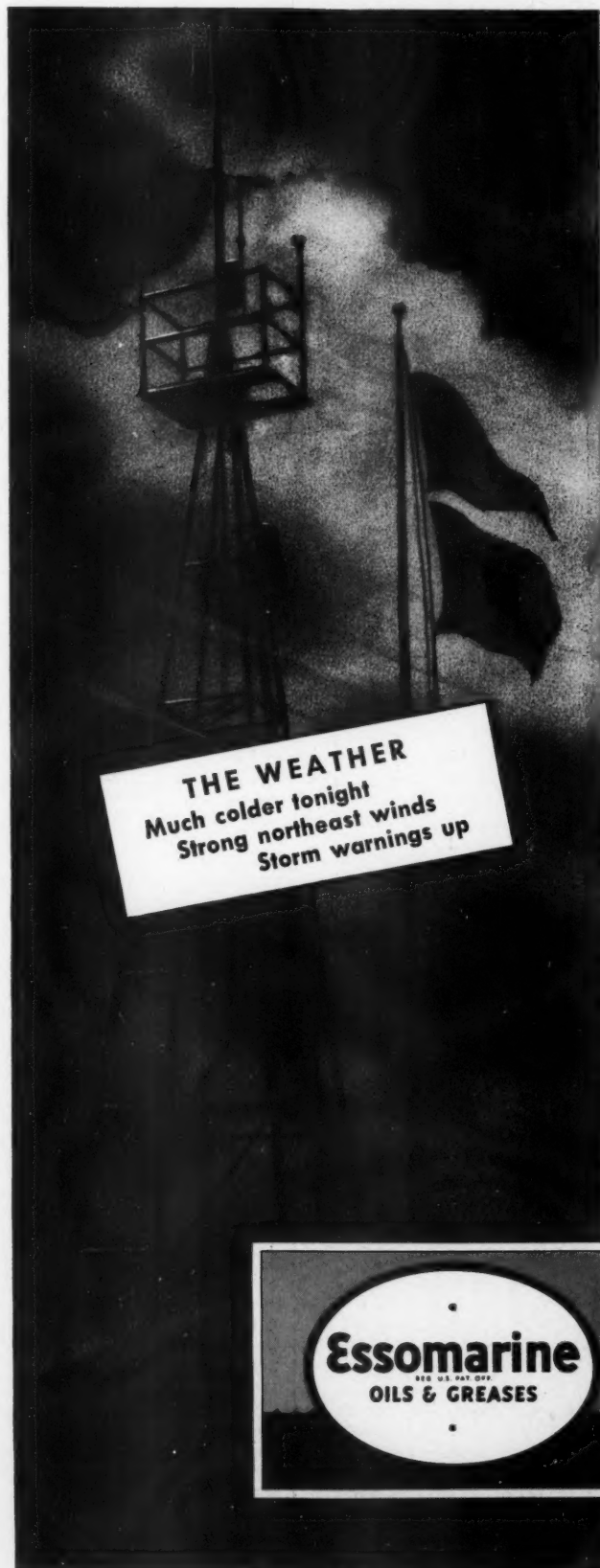
By J. J. Wallis

THE past month in Western Nova Scotia has seen some activity in several departments of the fisheries, but there has been an exceptionally large amount of bad weather. The lobster season opened on December 1st and for the first week the fishermen were favored with good weather and particularly good fishing in some sections. It was somewhat "spotty" as some villages reported practically "nothing doing."

The first shipment to the United States consisted of over 500 crates which sold at an average of 20c and this shipment was about 300 crates larger than the corresponding shipment of a year ago. Subsequent shipments have run fairly high, too, considering the weather, and the price has shown very little fluctuation.

Scallopers Doing Fairly Well

The scallopers out of Digby have had about an average month. Bad weather has kept them in port a little more than usual, but when they have been able to get out the catches have been fairly good.



STAND BY

for Winter

LUBRICATION!

Your power plant has a tough job ahead of it this month. Give it a fair chance!

Bucking a winter northeaster . . . seas coming aboard and ice forming . . . that's when you appreciate marine lubricants made to "take it" . . . and to hold their film of protection.

You get oils like that at the Esso-marine sign. You get lubricants that flow to cylinder walls and bearings *instantly* in the coldest weather.

Essomarine Lubricants are low in carbon and non-sludging. Their complete piston seal prevents power losses. And their "body" at cylinder wall temperatures assures low consumption.

Rely on products made and backed by the world-leader in lubrication. They cost no more—so why not be *sure* of engine protection in any weather—and bigger profits for all hands?

Essomarine Lubricants constitute a complete line for use in steam, Diesel or gasoline engines. They are especially adapted to the needs of the fishing trade. Get them through any of the following major companies: Standard Oil Company of New Jersey—Colonial Beacon Oil Company, Inc.—Standard Oil Company of Pennsylvania—Standard Oil Company of Louisiana—Standard Oil Company, Incorporated in Kentucky—Standard Oil Company (Ohio)—Humble Oil and Refining Company—Imperial Oil, Limited (In Canada).

PENOLA INC., 26 BROADWAY, NEW YORK CITY

New York National Motor Boat Show

(Continued from page 14)

connecting rod and piston assemblies showed clearly the modern trend in engine design.

The fifth engine on display was a 6-cyl., 7 in. x 9 in., which develops 135 hp. at 700 r.p.m. These engines are made in four cylinder sizes with from 3 to 8 cylinders, from 50 to 900 hp.

Wall Rope

Products of the Wall Rope Works, Inc., were on display at the booths of Armstrong & Galbraith, Inc., Reed & Schaefer, Inc., and the E. J. Willis Co. In addition, the Sea Scout division of the Boy Scouts of America exhibited a piece of large circumference Wall hawser, and also gave splicing demonstrations using smaller sizes of Wall rope.

Perkins Marine Lamp & Hardware Corp.

As usual, the Perkins Marine Lamp & Hardware Corp. had a large number of its products on display. Included in the extensive array were pumps, propellers, lighting plants, various kinds of running lights and other marine lamps and fixtures, turnbuckles, sea cocks, Marconi headboards, toilet fixtures, sinks, wind pennants, and many more items of marine hardware and specialties.

Walter Kidde & Co.

Lux-O-Matic fire extinguishers were featured by Walter Kidde & Co. A model yacht, sailing around a circular tank, suddenly burst into flames, but by an ingenious use of Lux carbon dioxide gas, the fire was extinguished. Complete Lux portable system equipment was also shown, including protection of a type approved by the Board of Underwriters and the U.S. Steamboat Inspection Service. C. L. Griffin was in charge.

Michigan Wheel Corp.

A helical planing machine, such as those used by the Michigan Wheel Corp. in the manufacture of Machined-Pitch propellers, was in operation at that company's booth. Other equipment on display included special boring fixtures for controlling accuracy, and Machined-Pitch repair equipment of the type used at 14 points throughout the country. In addition, there were shown the new Michigan Aqua-Master propellers, used on the fastest boat of the U.S. Government, and which will also be used by the Japanese government.

Bendix Exhibit

On display at the booth of the Bendix Marine Products Co. were automatic steerers, remote controls, Stromberg marine carburetors, Zenith flame arrestors and fuel filters, Scintilla magnetos, "Clear View Screens" and echo sounders—all designed to improve the efficiency, convenience and safety of all types of craft. Also shown were the Bendix electric outboard motors.

Portable Light Co.

The complete line of the Portable Light Co. was on display at this company's booth. Included were marine sirens, horns and searchlights, including a new streamlined searchlight and one with remote control.

Bludworth Display

Bludworth, Inc., featured the Bludworth Pilot Model radio direction finder. This small, compact unit is only 24 1/4 in. high, 12 in. wide, 12 in. deep, and weighs 23 pounds. The casing is anodized, cast aluminum, and the loop shield is copper tubing, similar to that on models costing many times more than the Pilot Model.

Texaco Stresses Safety

Safety at sea and its relationship to the correct lubrication of marine engines was the dominant theme of the Texaco booth. The central design was a huge ring buoy encircling a marine engine, bearing the slogan "Safety at Sea Begins in the Crankcase" and the booth was decorated with reproductions of many safety devices used aboard ship and their equivalents, in terms of safety value, in the lubrication field.

J. G. van Santvoord, Marine Sales Manager of The Texas Company, was in charge of the exhibit, assisted by J. P.

McHugh. The Waterways Service was represented by Geoff. G. Smith. Texaco engineers and lubrication experts made up the balance of the personnel.

Hall-Scott Motors

Seven engines were on display at the booth of the Hall-Scott Motor Car Company, consisting of a Diesel, a Fisher Jr. with reduction gear, a 180 hp., and also a 250 hp. Invader, a 250 hp. Invader with reduction gear, an Explorer and a Navigator II. One of the unique features of the exhibit was the Hall-Scott Diesel, equipped with 3:1 reduction gear, installed in a sectional boat showing the engine room section. The engine was equipped with propeller shaft, exhaust pipe, and all controls connected to the engine. It also featured fresh water cooling, which is standard equipment on all Hall-Scott Diesels. The 250 hp. Invader, with free wheeling clutch, can be furnished with either 2, 2.5 or 3:1 reduction gear, and is recommended for boats up to 100 ft. in length.

Covic Diesels

The Covic Diesel Engine Corporation, which manufactures a small, compact, horizontally-opposed cylinder, four cycle, cold starting Diesel, had at the Boat Show, direct drive and reduction gear models, an 8 kw. generating set, a cutaway section of crankshaft and main bearings, and a hand started power unit.

This small Diesel has roller bearings for the crankshaft and crank pins, replaceable cylinder liners, a patented air cell to eliminate combustion knock, Bosch pumps and nozzles, Joe's reverse gear and Leece-Nevelle starter and generator. Reduction gears of 2:1 and 2 1/2:1 ratios are optional. Bore and stroke are 3-9/64 and 3-15/16, respectively. Maximum operating speed is 3500 r.p.m.

Socony-Vacuum Oil Co.

The extensive line of fuel oils, lubricating oils, gasoline and greases manufactured by the Socony-Vacuum Oil Company featured this Company's exhibit. Mobilgas, Mobil Diesel Fuel, Gargoyl Mobiloil for gasoline engines, and Gargoyl DTE Marine Oils for lubrication were represented. Rubber and kapok filled boat fenders were also displayed.

C-O-Two Fire Extinguishers

The C-O-Two Fire Equipment Company exhibited their complete line of carbon dioxide fire extinguishers of 2, 4, 7 1/2, 10, 15 and 20 pound net gas contents. C-O-Two systems, manual and automatic, with local and remote control, were also shown.

Kermath Exhibit

A new Diesel and a new gasoline engine were included in the exhibit of the Kermath Manufacturing Co. The Diesel is the 6-298, 3 3/4" x 4 1/2", developing 84 hp. at 2600 rpm., or at 1300 propeller turns through its Upton reduction-reverse gear. The new gasoline engine, the Sea Prince, is a compact, 6-cylinder motor, 3 3/8" x 4 1/8", rated at 90 hp. For 1937, Kermath is making its Upton reduction-reverse gear standard equipment on many of its models. Also generally available throughout the line is the "Kermath Temperator", a new development in engine cooling.

Chapman Stern Bearings

ODELL M. CHAPMAN, of Chapman Products, 166 Thames St., Newport, R. I., announces that he has purchased all patterns and rights formerly owned by G. H. Burnham & Son, marine machinists of Newport. The Burnham Company, for more than half a century, manufactured a full range of stern bearings and stuffing boxes, from 1 1/4 to 3 1/2 in. shaft diameter, now known as the Chapman line.

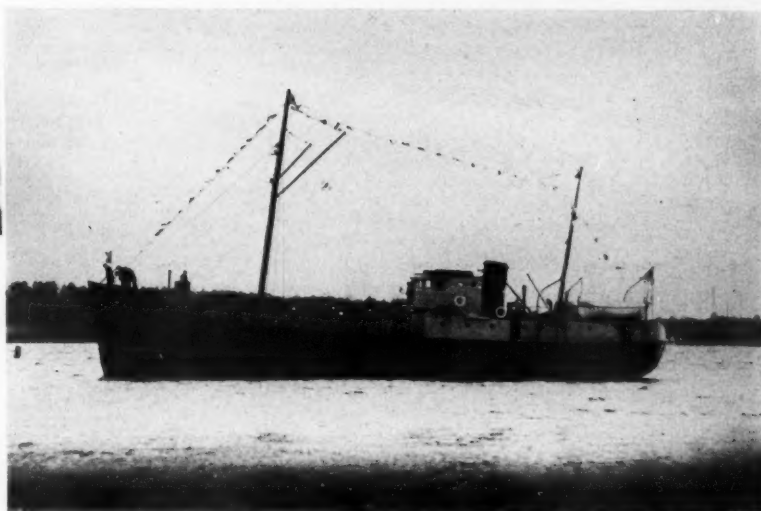
The stern bearings are extra heavy flax packed, designed to stop all possibilities of the shaft being scored by sand or grit. The flax packing is impregnated with tallow, which reduces friction and loss of power. The packing gland cannot tighten up and bind the shaft, and is adapted for either right or left hand wheels. Repacking is simple, and does not require removal of the propeller. Circulars describing the Chapman products may be had without charge by writing to the Company.

USEN CHOOSES FAIRBANKS-MORSE

For "Arlington" and "Winchester"



Irving Usen,
Owner



The 126-ft "Arlington", to be duplicated by the "Winchester".



Christian Chris-
tianson, Captain

IRVING Usen's new "Arlington", which is now fishing out of Boston, is an excellent example of the powerful, modern trawler. It is significant that she is powered with a Fairbanks-Morse Diesel, and fitted with Fairbanks-Morse generators, motors, pumps and other units.

Her equipment includes a 5-cylinder, 14" x 17", Model 37 Diesel, rated 525 hp. at 300 r.p.m., with a fresh-water cooling system. Pumps are individually motor-driven. The main generating set is a 4-cylinder, Model 35E8 $\frac{3}{4}$ Diesel, rated 120 hp. at 450 r.p.m. The small generating set is a 4-cylinder, Model 36A4 $\frac{1}{4}$, 40 hp. Diesel, direct connected to a 25 kw., 125 volt d.c. marine type generator.

A controlled voltage, variable speed generator operates off a forward extension shaft on the main

engine. All pumps, the air compressor and home water system are also of Fairbanks-Morse manufacture.

Now under construction for Mr. Usen is the "Winchester", a sister ship which will duplicate the "Arlington's" equipment.

If you are planning to build a new boat, repower or replace units on an old one, first investigate Fairbanks-Morse reliability, simplicity and economy. There are sizes and types of F-M Diesels, marine type motors, pumps, generators and generating sets to fit the specific needs of any fishing craft. Our engineers are at your service. Their recommendations, made without obligation on your part, will be based on actual experience and supported by facts.

106

YEARS OF
PRECISION
MANUFACTURING

FAIRBANKS-MORSE

Diesel Engines

POWER. PUMPING AND WEIGHING EQUIPMENT

NEARLY THREE MILLION HORSEPOWER NOW IN SERVICE

Where-to-Buy Directory

Equipment, Gear, Supplies, Service

Companies whose names are starred (*) have display advertisements in this issue; see Index to Advertisers for page numbers.

BATTERIES

Dry Cell

"Eveready": National Carbon Co., 30 E. 42nd St., New York, N. Y.

Storage

Edison Storage Battery Co., West Orange, N.J.
 *"Exide": Electric Storage Battery Co., Philadelphia, Pa.

USL Battery Corp., Niagara Falls, N. Y.

*Willard Storage Battery Co., Cleveland, Ohio

CAN MANUFACTURERS

Continental Can Co., 100 E. 42nd St., New York, N. Y.

National Can Co., 110 E. 42nd St. New York, N. Y.

CLUTCHES

*Kinney Mfg. Co., 3541 Washington St., Boston, Mass.

COLD STORAGE

Quaker City Cold Storage Co., Philadelphia, Pa.

Western Refrigerating Co., 18-20 E. Hubbard St., Chicago, Ill.

CORDAGE MANUFACTURERS

American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.

*Columbian Rope Co., Auburn, N. Y.

New Bedford Cordage Co., 233 Broadway, New York, N. Y.

*Plymouth Cordage Co., North Plymouth, Mass.

*Wall Rope Works, 48 South St., New York.

Whitlock Cordage Co., 46 South St., New York, N. Y.

DEPTH FINDERS

Submarine Signal Co., 160 State St., Boston, Mass.

DIESEL GENERATING SETS

*Bolinders Co., 33 Rector St., New York, N. Y.

Bromfield Manufacturing Co., 211 Northern Ave., Boston, Mass.

ELECTRICAL EQUIPMENT

General Electric Co., Schenectady, N. Y.

ENGINE DEALERS

*Wharf Machine & Electric Co., 263 Northern Ave., Boston, Mass.

ENGINE MANUFACTURERS

Diesel Engines

*Atlas Imperial Diesel Engine Co., 115 Broad St., New York, N. Y.

*Bolinders Co., 33 Rector St., New York, N. Y.

Bronander Engineering & Research Corp., Belleville Turnpike, No. Arlington, N. J.

*The Buda Co., Harvey, Ill.

*Cooper-Bessemer Corp., Mount Vernon, O.

Electric Boat Co., Groton, Conn.

*Fairbanks, Morse & Co., Chicago, Ill.

The National-Superior Co., Springfield, Ohio.

*Red Wing Motor Co., Red Wing, Minn.

Sterling Engine Co., 1270 Niagara St., Buffalo, N. Y.

*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

Ford Conversions and Parts

Lehman Marine Engineering Co., 972 Broad St., Newark, N. J.

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

Oscar Smith & Sons Co., 3102 O St., Philadelphia, Pa.

Fuel Oil Engines

Gray Marine Motor Co., 672 Canton Ave., Detroit, Mich.

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

*Red Wing Motor Co., Red Wing, Minn.

Gasoline Engines

*The Buda Co., Harvey, Ill.

Buffalo Gasoline Motor Co., 1280-1290 Niagara St., Buffalo, N. Y.

Gray Marine Motor Co., 672 Canton Ave., Detroit, Mich.

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

*Red Wing Motor Co., Red Wing, Minn.

Sterling Engine Co., 1270 Niagara St., Buffalo, N. Y.

*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

FIRE EXTINGUISHING SYSTEMS

Carbon Dioxide

"C-O-Two": C-O-Two Fire Equipment Co., 560 Belmont Ave., Newark, N. J.

"Lux" and "Lux-O-Matic": Walter Kidde & Co., Inc., 140 Cedar St., New York, N. Y.

FISHING GEAR

The Great Grimby Coal, Salt and Tanning Co., Ltd., Grimby, England.

FISH SCALERS

Portable, Flexible Shaft

N. A. Strand & Co., 5001 N. Lincoln St., Chicago, Ill.

FUEL OIL TREATMENT

"Lubal": Gustavo Preston Co., 113 Broad St., Boston, Mass.

HOOKS, Fish

"Mustad": Sidney R. Baxter & Co., 90 Commercial St., Boston, Mass.

"Pfueger Bulldog Brand": Commonwealth Ship Supply Co., 243 Northern Ave., Boston, Mass.

ICE BREAKERS

*"Creasey": The Cochrane Corp., 17th and Allegheny Ave., Philadelphia, Pa.

KNIVES

Oyster, Clam and Mackerel

Robert Murphy's Sons Co., Ayer, Mass.

MARINE HARDWARE, LAMPS and SPECIALTIES

Perkins Marine Lamp & Hardware Corp., 1950 Pitkin Ave., Brooklyn, N. Y.

NAUTICAL INSTRUMENTS

Kelvin-White Co., 90 State St., Boston, Mass.

NETS AND NETTING

*The Linen Thread Co., Inc., 575 Atlantic Ave., Boston, Mass.

*National Net & Twine Co., 211 Congress St., Boston, Mass.

NET PRESERVATIVES

Cuprinol Inc., 1190 Adams St., Boston, Mass.

Shepherd Chemical Co., Highland Ave., Norwood, Cincinnati, O.

OILS (Fuel, Lubricating, Gasoline)

*"Essomarine": Penola, Inc., 26 Broadway, New York, N. Y.

*Shell Union Oil Corp., 50 West 50th St., New York, N. Y.

OILS, Continued

Gargoyle DTE Marine Oils for Diesel Lubrication, Gargoyle Mobiloil Marine for Gasoline Engines, Diesel Fuel, Mobilgas; Socony-Vacuum Oil Company, Inc., 26 Broadway, New York, N. Y.

OILED AND RUBBER CLOTHING

D. O. Frost Corp., Gloucester, Mass.

*C. L. Lovig, 601 Main St., Marinette, Wis.

*M. L. Snyder & Son, 1812-72 E. Boston Ave., Philadelphia, Pa.

PAINTS

Henderson & Johnson, Inc., Gloucester, Mass.

*Pettit Paint Co., Jersey City, N. J.

Edw. Smith & Co., Long Island City, N. Y.

*Tarr & Wonsler, Ltd., Gloucester, Mass.

PROPELLERS

*Columbian Bronze Corp., Freeport, N. Y.

*Hyde Windlass Co., Bath, Me.

Michigan Wheel Corp., Grand Rapids, Mich.

PROPELLER RECONDITIONING

Marine Equipment & Supply Co., 116½ Walnut St., Philadelphia, Pa.

PROPELLER SHAFTS

"Monel Metal": International Nickel Co., 67 Wall St., New York, N. Y.

RADIO TELEGRAPHS

*Radiomarine Corporation of America, 75 Varick St., New York, N. Y.

RADIO TELEPHONES

Western Electric Co., 195 Broadway, New York, N. Y.

RANGES

"Marine Household": The White-Warner Co., 491 West Water St., Taunton, Mass.

*"Shipmate": Stamford Foundry Co., Stamford, Conn.

REFRIGERATORS

Liquid Carbonic Corp., 3100 S. Kedzie Ave., Chicago, Ill.

RUBBER BOOTS

*M. L. Snyder & Son, 1812-72 E. Boston Ave., Philadelphia, Pa.

SHIPBUILDERS, BOATYARDS

Bath Iron Works Corp., Bath, Me.

Bethlehem Shipbuilding Corp., Bethlehem, Pa.

Peterson Boat Works, Sturgeon Bay, Wis.

Reed-Cook Construction Co., Boothbay Harbor, Maine.

I. L. Snow Co., Rockland, Me.

SHIP CHANDLERS

*Sherman B. Ruth, 28 Hancock St., Gloucester, Mass.

SIGNALS, Distress

International Flare-Signal Co., Tippecanoe City, Ohio.

STEERING GEAR

The Edson Corp., 49-51 D St., South Boston, Mass.

STERN BEARINGS

*Chapman Products, 166 Thames St., Newport, R. I.

*Hathaway Machinery Co., New Bedford, Mass.

TRANSPORTATION

Fish Forwarding Co., 151 South St., New York, N. Y.

Railway Express Agency, Inc., 230 Park Ave., New York, N. Y.

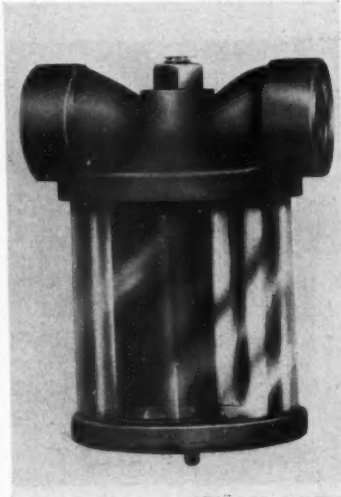
WIRE BASKETS

Massillon Wire Basket Co., 204 4th St., N.W., Massillon, Ohio.

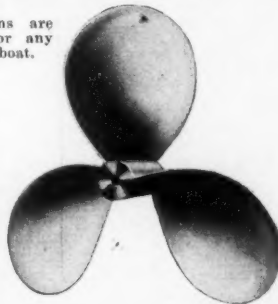
★★★ *There's longer service and more value in* ★★★

COLUMBIAN BRONZE PROPELLERS & MARINE FITTINGS

Columbian Visible Intake Water Strainer. Two sizes. Special glass cylinder for quick inspection. Easily cleaned.



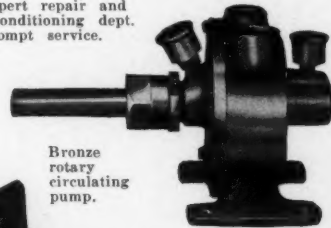
Columbians are fastest for any type of boat.



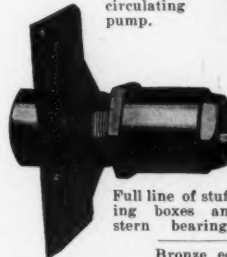
THE COLUMBIAN BRONZE CORP.
217 N. Main St. Freeport, L. I., N. Y.

Columbian Propellers and Fittings are widely recognized for their unusual quality and long service. Their extra value is backed by over 35 years of leadership. See complete line in catalog, sent free.

Expert repair and reconditioning dept. Prompt service.



Bronze rotary circulating pump.



Full line of stuffing boxes and stern bearings.

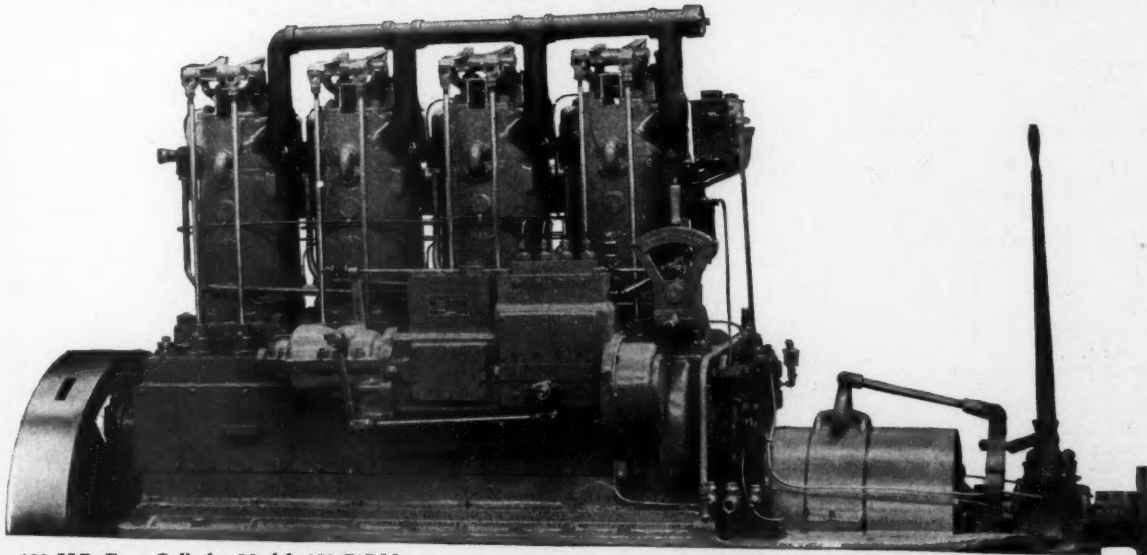
Bronze economy ventilators.



Reliability and Low Upkeep

guaranteed through

SIMPLICITY, EASE OF ACCESS and STURDY CONSTRUCTION



100 H.P. Four-Cylinder Model, 350 R.P.M.

WOLVERINE MOTOR WORKS, Inc.

Catalogue No. 135 Upon Request

BRIDGEPORT, CONN.

Where to Buy Fish and Shellfish Products

Look up the fish and shellfish products you need. The numbers after the items refer to the companies listed in the column below. Other companies are listed directly under the items.

ALEWIVES:

Nos.: 3, 5, 8

BLUEFISH:

Nos.: 1, 6, 8, 10, 13

BUTTERFISH:

Nos.: 3, 5, 10

CATFISH and BULLHEADS:

Nos.: 7, 12

CLAMS:

Nos.: 3, 4, 5, 9, 11, 17

Canned: 5, 16

COD:

Nos.: 3, 5

Fillets: 3, 5.

Canned: 5

Salted:

Irving Usen Co., 197 North-
ern Ave., Boston, Mass.

Also: 3, 5, 16

Smoked: 3, 5, 16

Cod-Liver Oil: 5, 16

CRABS and CRABMEAT:

Nos.: 4, 5, 8, 9, 11, 12, 14, 17

Canned: 16

CROAKERS:

Nos.: 2, 6, 10

Fillets: 10

Dressed: 10

CUSK:

Nos.: 3, 5

Fillets: 3, 5

Salted: 5

DRUM (Red Drum):

No.: 1

EELS:

No.: 4

FLOUNDERS:

Nos.: 3, 5, 6, 10

FROGS:

Nos.: 7, 8, 11, 12, 13, 15

GRAY TROUT:

No.: 10

Dressed: 10

Fillets: 10

GROUPERS:

Nos.: 1, 8, 11

Fresh Fillets and Steaks: 8

HADDOCK:

Nos.: 3, 5, 11

Fillets:

O'Donnell Fisheries, 197
Northern Ave., Boston.

Also: 3, 5, 11

Salted: 5

Smoked: 3, 5, 16

HAKE:

Nos.: 3, 5, 6

Fillets: 3, 5, 6

Salted: 16

Smoked: 3, 5

1—Sea Products, Inc., Box 777, Clearwater, Fla.

2—Palmetto Fish & Oyster Co., 831 Lady St., Columbia, S. C.

3—Feyler's, Inc. (Rodney E. Feyler), Rockland, Me.

4—E. A. Hitchings & Co., Norfolk, Va.

5—Portland Fish Co., Portland, Me.

6—Isaac Fass, Inc., Portsmouth, Va.

7—Mid-Central Fish Co., 1656 Washington St., Kansas City, Mo.

8—Warren Fish Co., P. O. Box 1513, Pensacola, Fla.

9—W. E. Horner, Jr., Parkertown, N. J.

10—Ballard Fish & Oyster Co., Inc., Norfolk, Va.

11—Star Fish & Oyster Co., Mobile, Ala.

12—Reuther's Sea Food Co., Box 773, New Orleans, La.

13—East Coast Fisheries, Inc., 360 W. Flagler St., Miami, Fla.

14—Kuluz Bros. Packing Co., 1434 E. Beach St., Biloxi, Miss.

15—Capt. Tom's Fish Mart, Miami, Fla.

16—Snow Fisheries Co., 269 Northern Ave., Boston, Mass.

17—Wm. M. McClain, 231 So. Front St., Philadelphia, Pa.

18—Biloxi Canning & Packing Co., P.O. Box 177, Biloxi, Miss.

HALIBUT:

No.: 7

HERRING, SEA:

No.: 3

Salted: 16

Smoked: 3, 5, 16

**KINGFISH or "KING
MACKEREL":**

Nos.: 1, 2, 8, 10, 13, 15

Canned: 1

LOBSTERS:

No.: 3

Canned: 16

**LOBSTERS (Southern
Crayfish):**

Nos.: 8, 11, 12, 13, 15

MACKEREL:

Nos.: 3, 5

Salted: 1, 3, 5, 16

Smoked: 3, 5

Canned: 1, 5, 16

MULLET:

Nos.: 1, 2, 6, 8, 11, 13, 15

Salted: 1, 6, 8

Smoked: 1

OYSTER-CRABS:

No.: 4

OYSTERS:J. M. Clayton Co., Cam-
bridge, Md.Greenport Oyster Co., Green-
port, L. I., N. Y.John T. Handy Co., Crisfield,
Md.Narragansett Bay Oyster Co.,
Providence, R. I.Frank Rogers & Son, Bayport,
L. I., N. Y.Schroeder-Besse Oyster Co.,
Onset, Mass. (Shell Stock).Also: 3, 4, 6, 7, 8, 10, 11, 12, 14,
17

Canned: 14, 18

POLLOCK:

Nos.: 3, 5

Fillets: 3, 5

Salted: 3, 5, 16

POMPANO:

Nos.: 1, 7, 8, 11, 12, 13, 15

RED SNAPPER:

Nos.: 1, 8, 11, 13

Fresh Fillets: 8

SABLEFISH:

No.: 7

Fillets: 7

SALMON:

No.: 7

Smoked: 16

Canned: 16

SARDINES:

Canned: 16

SCALLOPS:

Nos.: 1, 3, 7, 13, 17

SCUP or PORGIES:

Nos.: 6, 8, 10

SEA BASS:

Nos.: 1, 6, 10, 11

SEA BASS (Calif.):

No.: 7

SHAD and SHAD ROE:

Nos.: 6, 10

**SHEEPSHEAD, SALT-
WATER:**

Nos.: 1, 8

SHRIMP:

Nos.: 4, 7, 8, 10, 11, 12, 14, 17, 18

Cooked and Peeled: 11, 14, 18

Canned: 14, 16, 18

SOLE:

Nos.: 3, 5

Fillets: 3, 5

SPANISH MACKEREL:

Nos.: 1, 2, 8, 10, 11, 13, 15

SQUID:

Nos.: 3, 10

STRIPED BASS:

No.: 6

STURGEON:

No.: 6

SWORDFISH:

Nos.: 3, 5

TUNA, Etc.:

No.: 5

Canned: 16

TURTLES and TERRAPIN:

Nos.: 9, 12, 13, 17

WEAKFISH:

No.: 10

WHITING:

Nos.: 3, 5, 6

Salted: 6

YELLOWTAIL:

Nos.: 1, 13



The new trawler "Arlington", owned by Irving Usen, Treasurer of the O'Donnell Fisheries, Inc., is now a part of the fleet consisting of the "Newton", "Brookline" and "Cambridge".

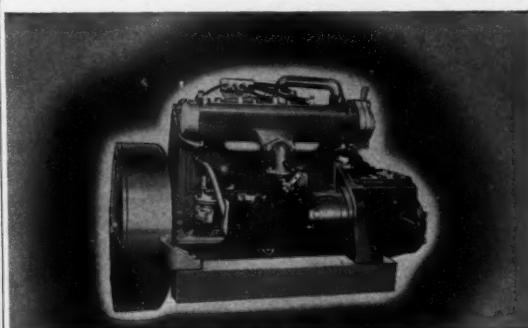
The O'Donnell Fisheries, Inc., through the facilities of these trawlers and an enlarged shore plant have extended their production to handle any volume on all varieties of fish—fresh, frozen and salt.

O'DONNELL FISHERIES, INC.

Fish Pier, Boston, Mass.

John R. O'Donnell, Pres.

Irving Usen, Treas.



Announcing A New *Red Wing* ENGINE

"ARROWHEAD JUNIOR" 20-40 H. P.

4 Cylinder, 4 Cycle
Bore 3 1/4"
Stroke 4"

Displacement
133 Cu. Ins.
Only 35" Over-
all

Weight, medium
duty type,
450 lbs.

Price, \$385 com-
plete with Elec-
tric Starter.

Here is a new Red Wing—a companion model to the famous "Red Wing Arrowhead"—that exactly meets the needs of thousands of owners. It is especially suited for runabouts, light cruisers or auxiliaries. The "Arrowhead Junior" is a smaller, lighter, more compact engine that offers the same high quality—the same dependable performance that have made Red Wing Motors famous the world over. See this new Red Wing at the Show, Block N, 3rd Floor, or write for special literature and new 1937 catalog.

18 other gasoline sizes 4 to 125 H.P.

Full Diesel 75 to 140 H.P.

Hesselman Fuel Oil-Types 35 to 200 H.P.

W. H. Moreton Corp., 1043 Commonwealth Ave., Boston, Mass.

Verrier, Eddy Co., 201 East 12th St., New York City.

W. E. Gochenaur Mfg. Co., 437 Arch St., Philadelphia, Pa.

RED WING MOTOR CO.

Red Wing, Minn.

CHESEBRO BROTHERS AND ROB-
BINS WILL THIS YEAR MARK THE
FIFTIETH ANNIVERSARY OF ITS
FOUNDING ★★ ★ DURING THIS
PERIOD THE SERVICE RENDERED
ITS SHIPPERS AND CUSTOMERS
HAS MADE THIS FIRM THE LARG-
EST SINGLE OUTLET FOR FISH IN
AMERICA ★★ ★ WE LOOK FOR-
WARD TO 1937 WITH THE HOPE
THAT THE INDUSTRY WILL AGAIN
BE PROSPEROUS AND THAT CON-
SUMPTION OF FISH WILL DEF-
INITELY INCREASE ★ ★ ★ ★ ★
CHESEBRO BROTHERS AND ROB-
BINS, INC. 1-2-3 FULTON MARKET,
NEW YORK CITY ★ ★ ★ ★ ★

Where to Ship

These companies are in the market for fish and shellfish.

BOSTON, MASS.

Atwood & Co., Administration Bldg., Fish Pier.

R. S. Hamilton Co., 17 Administration Bldg., Fish Pier.

CHICAGO, ILL.

Booth Fisheries Corp., 309 West Jackson Blvd.

H. Grund & Sons, 213 N. Union Ave.

Holmes Fisheries Co., Inc., 171-173 N. Union Ave.

J. A. Klafin, 209 N. Union Ave.

Samuel Wax Fish Co., 9240 Baltimore Ave.

NEW YORK, N. Y.

Beyer Fish Co., Fulton Fish Market.

Chesebro Bros. & Robbins, 1-2-3 Fulton Market.

Eastern Commission Co., 19 Fulton Market.

Lester & Toner, Inc., Fulton Fish Market.

John L. Plock, 146 Beekman St.

South Fish Co., 112-113 Fulton Market.

J. Edwin Treacle, 20 Fulton Market.

Frank W. Wilkisson, Inc., 16 Fulton Market.

PHILADELPHIA, PA.

W. Carlton Eacho, Water and Dock Sts.

C. E. Warner Co., Inc., 8 Dock St. Fish Market.

WASHINGTON, D. C.

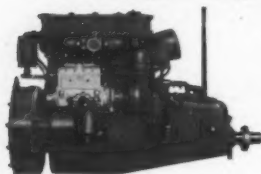
W. Carlton Eacho, Municipal Fish Market.

NEW BUDA MODELS FOR THE FISHERMAN!

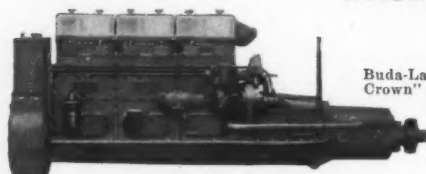
Again Buda steps ahead with a new series of Buda Models for the fisherman. All Buda-Lanova "Silver Crowns" with the Buda-Lanova Controlled Turbulence advantages that mean lower maximum pressures, lower compression ratios, and a rate of pressure rise well within gasoline engine practice.

Now you can have these advantages in a full range of sizes from 32 to 200 H.P.—a size for every boat.

The new Buda models are the 4-LDM-196, 32 to 40 H.P., the 6-LDM-691, 100 to 148 H.P. This engine is built as a true right and left. And last is the 6-LDM-1742, 200 H.P. Other sizes in between. Find out about these new models at the Motor Boat Show, Grand Central Palace, New York, January 8.



Buda-Lanova "Silver Crown"
4-LDM-196.



Buda-Lanova "Silver Crown"
6-LDM-1742

BUDA  **MARINE ENGINES**
Built for the Fisherman

THE BUDA CO.

Marine Engine Division H
HARVEY, ILLINOIS
(Chicago Suburb)

Boston Fish Pier Landings for December

(Hailing fares. Figure after name indicates number of trips).

<i>Adventure</i> (3)	134,000	<i>Laura Goulart</i> (2)	151,000
<i>Alpar</i> (3)	128,000	<i>Loon</i> (2)	242,000
<i>American</i> (4)	314,000	<i>Magellan</i> (2)	103,000
<i>Amherst</i> (2)	203,000	<i>Maine</i> (3)	453,000
<i>Andover</i> (3)	271,500	<i>Marie & Winifred</i> (2)	65,000
<i>Andrew & Rosalie</i> (3)	40,000	<i>Maris Stella</i> (2)	241,500
<i>Arlington</i> (2)	281,000	<i>Marjorie Parker</i> (2)	41,000
<i>Atlantic</i> (4)	265,100	<i>Mary E. O'Hara</i> (1)	40,000
<i>Billow</i> (4)	356,000	<i>Mary P. Goulart</i> (1)	50,000
<i>Boston</i> (3)	354,000	<i>Mildred Silva</i> (1)	98,000
<i>Brant</i> (2)	207,000	<i>Neptune</i> (4)	400,000
<i>Breeze</i> (3)	332,000	<i>Newton</i> (3)	277,000
<i>Brookline</i> (2)	152,000	<i>Notre Dame</i> (2)	330,500
<i>Cambridge</i> (3)	356,500	<i>Ocean</i> (2)	185,000
<i>Comber</i> (2)	202,000	<i>Olympia</i> (2)	32,900
<i>Coot</i> (3)	345,500	<i>Penguin</i> (2)	213,000
<i>Corinthian</i> (1)	66,000	<i>Plover</i> (3)	416,000
<i>Cormorant</i> (3)	242,000	<i>Plymouth</i> (3)	342,400
<i>Cornell</i> (2)	300,000	<i>Pollyanna</i> (1)	31,000
<i>Curlew</i> (3)	318,000	<i>Princeton</i> (2)	461,000
<i>Dartmouth</i> (1)	114,000	<i>Quincy</i> (3)	411,000
<i>Dawn</i> (4)	200,000	<i>R. E. Ashley</i> (1)	47,000
<i>Donald</i> (3)	264,500	<i>Rainbow</i> (2)	108,000
<i>Dorchester</i> (3)	271,100	<i>Raymonde</i> (1)	54,000
<i>Ebb</i> (3)	252,000	<i>Rhodora</i> (2)	89,000
<i>Edith C. Rose</i> (2)	124,000	<i>Ripple</i> (3)	254,000
<i>Edith L. Boudreau</i> (3)	170,500	<i>Rita B.</i> (2)	169,500
<i>Elk</i> (2)	135,000	<i>Rose & Lucy</i> (1)	48,000
<i>Evelina M. Goulart</i> (2)	105,000	<i>Ruth & Margaret</i> (1)	31,000
<i>Exeter</i> (4)	361,000	<i>Saturn</i> (3)	288,000
<i>Fabia</i> (3)	367,000	<i>Sea</i> (3)	295,000
<i>Famiglia</i> (2)	36,400	<i>Sebastiana C.</i> (1)	40,000
<i>Flow</i> (2)	249,000	<i>Shamrock</i> (2)	111,000
<i>Foam</i> (2)	120,000	<i>Shawmut</i> (2)	156,000
<i>Fordham</i> (2)	190,000	<i>Spray</i> (2)	149,000
<i>Frances C. Denehy</i> (3)	192,000	<i>Storm</i> (2)	277,000
<i>Gale</i> (2)	176,000	<i>Surf</i> (3)	275,000
<i>Gemma</i> (3)	468,000	<i>Swell</i> (2)	268,000
<i>Georgetown</i> (3)	362,000	<i>Teal</i> (2)	198,000
<i>Geraldine & Phyllis</i> (2)	160,400	<i>Tern</i> (3)	391,000
<i>Gertrude L. Thebaud</i> (2)	82,000	<i>Thomas Whalen</i> (2)	208,500
<i>Gertrude Parker</i> (2)	130,000	<i>Tide</i> (3)	329,000
<i>Gossoon</i> (4)	217,000	<i>Trimount</i> (2)	248,000
<i>Harvard</i> (3)	497,000	<i>Triton</i> (2)	200,000
<i>Hekla</i> (1)	89,000	<i>Uncle Guy</i> (2)	33,000
<i>Helen M.</i> (3)	110,000	<i>Vagabond</i> (3)	71,400
<i>Heron</i> (2)	191,000	<i>Vandal</i> (2)	67,000
<i>Holy Cross</i> (3)	299,000	<i>Venture II</i> (3)	133,000
<i>Hoop-La</i> (1)	41,000	<i>Whaling City</i> (2)	75,000
<i>Illinois</i> (2)	223,000	<i>Whitecap</i> (3)	515,000
<i>Imperator</i> (2)	106,000	<i>Widgeon</i> (2)	130,000
<i>Isabelle Parker</i> (2)	131,000	<i>Wild Goose</i> (3)	409,000
<i>Kingfisher</i> (3)	434,000	<i>Wm. J. O'Brien</i> (2)	206,000
<i>Lark</i> (5)	230,500	<i>Wm. L. Putnam</i> (1)	43,000
		<i>Winthrop</i> (2)	201,500
		<i>Yankee</i> (1)	50,000

To Test Larger Mesh Cod Ends

For several years the U. S. Bureau of Fisheries has been recommending the use of larger mesh for the cod ends of otter trawls, to save many of the small, unmarketable cod and haddock which at present are caught and wasted. Members of the Federated Fishing Boats of New England and New York are now planning to try out the Bureau's recommendations on a large scale. Recently the Directors of the Federation resolved to enter into an agreement with members and any non-members who cared to participate, requiring a test of such gear over a period of six months, commencing February 1, 1937. The major portion of the fleet is agreed, and it appears likely that within the next month nearly all boats over 70 ft. in length will be participants. All parties to the agreement will use on their boats cod ends having a minimum mesh of 4¾ inches, as recommended by the Bureau.



This Symbol-

This symbol on your marine
radio equipment is your best
guarantee of efficient and un-
failing communication service.

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OF AMERICA**

75 VARICK ST., NEW YORK CITY

A Radio Corporation of America Service

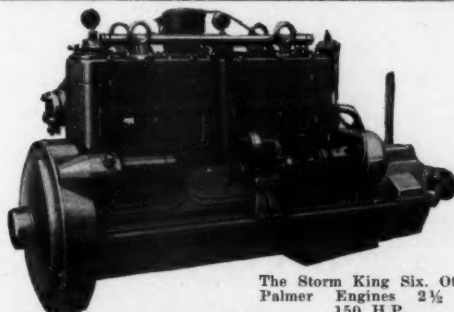
New York Wholesale Prices at Fulton Fish Market

By J. H. Matthews

Species	Dec. 1-5	Dec. 7-12	Dec. 14-19	Dec. 21-26	Dec. 28-31
Bluefish	.06-.16	.06-.20	.08-.25	.07-.22	.07-.23
Butterfish	.04-.15	.05-.16	.06-.18	.06-.16	.10-.14
Cod, market	.03-.06	.04-.07	.04-.06	.03-.06	.01½-.04
" steak	.06-.16	.06-.14	.05-.10	.05-.10	.03-.07
" fillets	.08-.14	.10-.15	.08-.14	.08-.14	.08-.12
Croakers	.04-.08	.04-.08	.05-.08	.05-.08	.05-.07
Dabs	.02-.10	.02-.08	.02-.06	.02-.06	.01-.04
Eels	.08-.18	.08-.18	.08-.18	.10-.18	.10-.18
Flounders	.03-.12	.02-.10	.02-.10	.02-.10	.02-.10
Fluke	.06-.14	.06-.14	.05-.12	.06-.14	.10-.14
Haddock	.04-.08	.04-.10	.04-.09	.04-.08	.02-.07
" fillets	.10-.14	.10-.14	.10-.14	.10-.14	.10-.14
Hake	.03-.06	.04-.06	.04-.06	.03-.06	.02-.05
Halibut	.16-.22	.02 . . .	. . .	.14-.18	.14-.18
Herring	.02-.05	.02-.05	.02-.05	.02-.05	.01-.04
Kingfish	.04-.10	.05-.15	.05-.20	.04-.18	.04-.15
King Mkrl.	.10-.16	.08-.14	.08-.12	.08-.15	.10-.15
Mackerel	.03-.16	.06-.12	.08-.14	.08-.14	.07-.10
Mullet	.02-.06	.05-.08	.05-.09	.05-.10	.04-.08
Pollock	.03-.06	.04-.06	.03-.06	.03-.05	.03-.05
Pompano	.35-.50	.35-.50	.25-.40	.25-.40	.20-.40
Red Snap'r	.12-.18	.12-.20	.10-.20	.12-.22	.12-.20
Salmon, Pac.	.12-.20	.14-.25	.12-.25	.12-.22	.14-.22
Scup	.03-.08	.03-.08	.04-.08	.03-.08	.04-.08
Sea Bass	.06-.18	.06-.22	.04-.20	.03-.18	.08-.14
Sea Robins	.01-.04	.01-.04	.01-.04	.01-.04	.01-.03
Sea Trout	.06-.15	.06-.18	.08-.18	.08-.16	.08-.15
Shad	.04-.20	.04-.16	.04-.18	.04-.18	.04-.15
Sheepshead	.04-.08	.05-.10	.06-.12	.06-.12	.05-.10
Skate	.01-.04	.01-.04	.01-.05	.01-.05	.01-.04
Smelts	.08-.25	.08-.30	.08-.30	.08-.25	.06-.25
Sole, grey	.05-.10	.06-.14	.05-.12	.05-.12	.03-.10
Sole, lemon	.05-.12	.05-.12	.05-.10	.04-.12	.04-.12½
Str. Bass	.08-.18	.10-.20	.10-.20	.10-.20	.08-.16
Tautog	.03-.10	.03-.10	.04-.10	.05-.10	.03-.10
Tilefish	. . .	.05-.10	.05-.08	.04-.08	.05-.07
Weakfish	.06-.16	.06-.18	.06-.18	. . .	. . .
Whitebait	.05-.10	.05-.10	.06-.12	.10-.20	.06-.12
Wh. Perch	.04-.15	.04-.14	.05-.16	.04-.15	.05-.14
Whiting	.01-.02	.01-.05	.01-.05	.01½-.06	.01-.03
Clams,					
hard (tub)	1.50-2.00	1.25-2.50	1.25-2.50	1.25-2.50	1.00-1.75
Clams,					
soft, (tub)	1.00-1.25	1.00-1.75	1.00-2.00	1.00-1.50	1.00-1.50
Conchs (tub)	.50-1.00	.75-1.50	.75-1.75	. . .	. . .
Frogs legs	.35-.70	.40-.90	.50-.85	.40-.75	.40-.75
Crab meat	.30-.75	.25-.65	.20-.55	.20-.50	.20-.45
Lobsters	.25-.55	.25-.55	.18-.50	.20-.55	.25-.60
Lobs. meat	.50-.80	.50-.75	.60-.75	.60-.75	.75-1.00
Langouste					
meat	.40-.50	.40-.50	.35-.50	.35-.50	.30-.40
Mussels	. . .	.50-.75	.50-.75	. . .	. . .
Scallops,					
bay (gal.)	2.75-4.00	2.75-4.25	2.75-4.50	3.00-5.00	3.00-5.00
Scallops,					
sea (gal.)	2.00-2.50	2.00-2.40	2.00-2.75	2.00-2.50	2.00-2.50
Squid	.02-.07	.02-.07	.02-.07	.03-.08	.02-.06
Shrimp	.08-.15	.10-.20	.12-.20	.08-.16	.08-.18

Yacht Being Converted Into Dragger

Hiram A. Taft, of Brooklyn, N. Y., is converting a former yacht, 75 ft. in length, into a fishing dragger. Two 60 hp. Atlas Imperial Diesels, Delco system, fish hoist and other new machinery are being installed. The vessel will have a capacity for 50,000 pounds of fish.



The Storm King Six. Other
Palmer Engines 2½ to
150 H.P.

LESS SERVICE troubles ... with a PALMER



Palmer Clutches with hardened and ground gears start quiet and stay quiet because hardness of metal and the smoothness of precision grinding reduce wear.

Simplicity of design, full thickness of metal walls, longer bearings, oversized parts and fine materials and workmanship are the reasons why Palmer Engines require less service. Service is not only costly because of money paid out but often the loss of boat time is of greater importance. Install a Palmer and play safe. Send for descriptive literature and prices.



Palmer Bros. Engines, Inc.
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Dealers in all important coastal cities

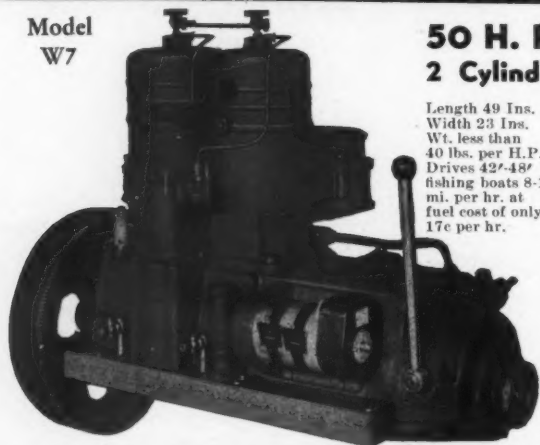
TANGLEFIN NETTING

"Catches More Fish"



Picture of Netting Machines in Our Mill

NATIONAL NET & TWINE
Div. of Ludlow Mfg. & Sales Co.
211 CONGRESS ST.
BOSTON, MASS.

BOLINDERS DIESEL ENGINESModel
W7**50 H. P.
2 Cylinder**

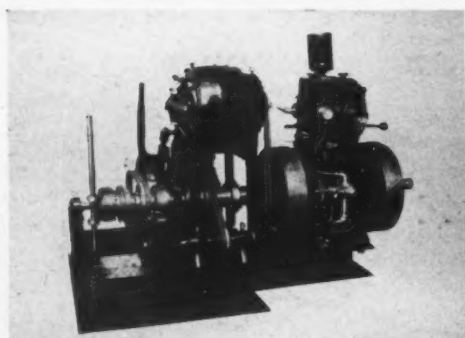
Length 49 Ins.
Width 23 Ins.
Wt. less than
40 lbs. per H.P.
Drives 42'-48'
fishing boats 8-10
mi. per hr. at
fuel cost of only
17c per hr.

**A LOT OF POWER PACKED INTO
A SMALL SPACE!**

With space at a premium on practically every boat, it pays to keep engine dimensions at a minimum. Even an inch or two may make a difference. This 2-cylinder Bolinders packs 50 hp. into just about as little space as possible. Yet in spite of small dimensions, it is a rugged engine with a heavy duty reverse gear. Its cost to operate is also low. May we send you the details? Nothing beats Diesels for economy; nothing beats Bolinders for Diesels.

BOLINDERS COMPANY, INC.

Office and Showroom: 32 RECTOR STREET, NEW YORK, N. Y.



Auxiliary generating set consisting of 8 hp. 1200 r.p.m. Lister engine driving 2 kw., 32 volt Diehl generator, 2 in. water pump, No. 93 Curtis Air Compressor and clutch for hoist.

LISTER DIESEL ENGINES
dual compression

Full Diesel 4-cycle, cold starting, marine
auxiliary and propulsion engines
from 3 to 104 h. p.

Adequate service and skilled labor, and complete stock of parts always on hand.

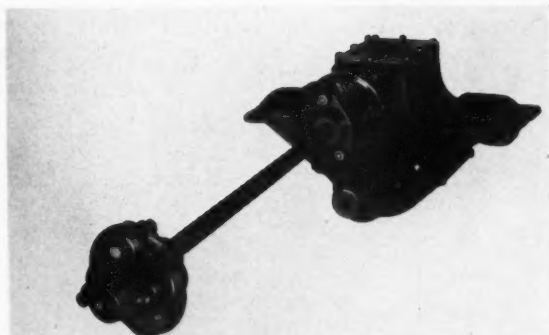
Ask for complete specifications and demonstration.

**Authorized Bosch and American Bosch
Diesel Sales and Service**

WHARF MACHINE and ELECTRIC COMPANY, INC.

263 Northern Ave. At the Boston Fish Pier Boston, Mass.
Telephone HUBbard 2519

Specialists in Diesel Engine and Marine Electrical Repairs



New transfer drive being introduced by the Morse Chain Co.

New Morse Transfer Drive

THE Morse Chain Company, Detroit, offers an entirely new Transfer Drive this year, designed for use with engines of 80 to 90 hp. capacity in the higher speed brackets.

This compact new drive has an extra wide chain of entirely new construction, provided with a series of bar links, placed intermittently across its section, thus increasing the load capacity of the chain nearly 100%. The drive is provided with brackets for mounting on the extension of the engine bed sills, and a water jacket for connecting the engine cooling system.

The drive is also furnished with the Morse Rubber Morflex Universal Joints, which provide a dampening feature for insulating engine noises, and also makes rubber engine mounting possible. Two different ratios are available.

National Net & Twine Calendar

A NEAT, attractive calendar for 1937 has been issued by the National Net & Twine Division of Ludlow Manufacturing & Sales Co., 211 Congress St., Boston, Mass. The illustration is a striking photograph of the crack French liner *Normandie*, sailing on a calm sea, with a ribbon of foam marking her wake. The tiered arrangement of the after decks is clearly visible.

"C. O. D. by R. E. A."

A SMALL folder, packed with information, has just been issued by the Railway Express Agency, Inc., entitled "C.O.D. by R.E.A." The folder lists some of the advantages of shipping C.O.D. by express, among them being the elimination of credit risks, prompt collections, immediate shipments without the need to quibble over terms, and other sales aids. If the shipper so instructs, the customer may examine the goods before delivery is made, accepting part or all, and paying whatever proportion of the transportation and C.O.D. charges the shipper specifies. Copies of the folder are available without charge at all Railway Express offices.

Hathaway Machinery Co.

Original
Flax Packed

STERN BEARINGS**New Bedford, Mass.**

For modern fishing
CREASEY ICE BREAKER



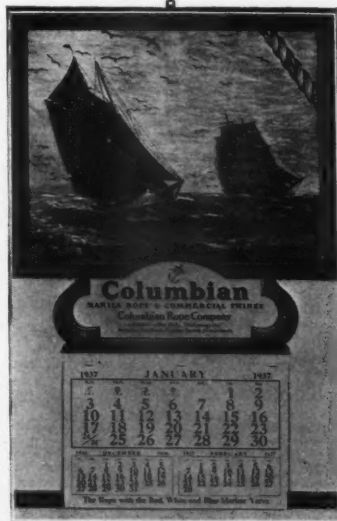
Affords every advantage for quickly, easily and inexpensively providing all the cracked ice you need.

Write for Catalog—NOW!

COCHRANE CORPORATION
 Dept. AF-1, 3100 N. 17th St. Philadelphia, Pa.

Columbian Rope Calendar

CHARLES ROBERT PATTERSON, famous marine painter, has again contributed a masterpiece to adorn the calendar issued by the Columbian Rope Co., Auburn, N. Y. The painting, "The Passagemakers," shows a sight often witnessed by seafaring folks in days past. The sun is low in the west, and two vessels are hurrying to reach port before darkness descends.



On the left appears a Gloucester fisherman driving for market, while on the right a deep-water sailing ship, close-hauled on the port tack, is likewise beating to westward. Both vessels, their decks drenched with sea and foam, are carrying a press of canvas. Both are trying to make a passage, the fishing schooner with its full fare of fish, and the square rigger, anxious to make land after a trip half way around the world.

In case a user of Columbian products is unable to secure one of these calendars from his regular dealer, he may write direct to the Company, giving his dealer's name. Persons who are not now using Columbian products may secure a copy as long as the supply lasts by sending 25 cents direct to the Columbian Rope Co., Auburn, N. Y.

BOTTOM PROTECTION
for the
FISHING INDUSTRY
since
1863
TARR & WONSON'S
COPPER BOTTOM PAINT

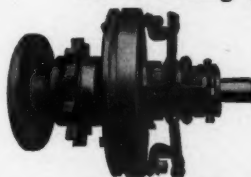
USE THE BEST
"JERSEY CITY" COPPER PAINT
AND
TOPSIDE PAINTS

SINCE 1861
 MADE BY
PETTIT PAINT CO., INC.
 JERSEY CITY N.J.



SEND FOR FREE COPY ATLANTIC COAST TIDE TABLES, FIGURES FOR EVERY HARBOR

KINNEY HAULING CLUTCH
 for trawling gear on the
SMALL BOAT



Now made in small sizes. Use the same type of clutch the larger boats use.

Write for information immediately

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BOSTON

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• Under every test of the hardest sort of service, you will find Plymouth always
The Rope You Can Trust
PLYMOUTH CORDAGE COMPANY

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SHIP BRAND
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Gold Medal Cotton Nets and Twines
 A. N. & T. Coy Linen Nets
 Manila Trawls, Burnham Lines

Sales Offices:

New York Boston Gloucester Baltimore
 Chicago San Francisco

SHIPMATE

Among the new fishing vessels constructed in 1936 the trawlers STORM, SURF, SWELL, built by Bath Iron Works, NEPTUNE and TRITON built by The Bethlehem Shipbuilding Corp., CHAS. S. ASHLEY and RIO-DOURO built by The Morse Boat Building Corp., are outstanding. These vessels mark the last word in trawler construction, and every one of them has a SHIPMATE in the galley.

In addition, there are several more vessels of the same kind being constructed or contracted for on which SHIPMATES are specified.

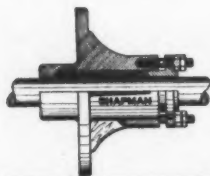
SHIPMATES have been the standard fisherman's range for over fifty years. They have what it takes and what fishermen expect and want in a galley range.

THE STAMFORD FOUNDRY COMPANY

Est. 1830

Stamford, Conn.

RANGES



If You Desire to Cut Maintenance Costs and Improve Operation

Use the

Chapman Flax Packed Stern Bearings

Sold by reliable dealers everywhere

Manufactured by

CHAPMAN PRODUCTS

166 Thames St.

Newport, R. I.

MARINE BARGAINS

Here are a "F E W" of our offerings: Auxiliary dragger, oil powered, 71 ft. B.P. x 21 ft. x 9.4 ft.—Hathaway winch, Mullins doors, \$6,500. Party or freight boat, oil powered 62 ft. x 16 ft. 6 ins. x 5 ft., \$3,000. Dragger 48 ft. x 11 ft. 4 ins., gas powered, \$850. Oil engines: 100 hp. C.O. four cylinder, \$1,750. 1 pair R. & L. 45 hp. C.O. with propeller outfits, \$1,600. 54 hp. Kahlenberg, \$850. Gasoline engines: Rebuilt 27 hp. Fay & Bowen, \$110. 40 hp. Knox, \$175. 85 hp. Red Wing, Model BB, \$300; and many others. Write us as to your requirements. KNOX MARINE EXCHANGE, Camden, Maine.

GRAY MOTOR BARGAINS

Clean sweep of discontinued 1936 Models. There are also 32 remanufactured Engines in our January list, 28 carry new Motor guarantee.

"Four-56"—50 H.P. heavy duty motor, with double distributor ignition \$395
 "H-50"—4" x 5", 50 H.P. slow-speed, heavy duty Motor, will handle 40-foot boat \$300
 "Six-91"—88 H.P. heavy-duty Motor with 2:1 Reduction Gear \$616
 80 H.P. Scripps 4 cyl. heavy-duty used Engine \$150

Write for complete details and give full description of your boat.

GRAY MARINE MOTOR COMPANY,

646 Canton Avenue

Detroit, Michigan

When You Ship FISH, LOBSTERS
or SCALLOPS to the Boston Market
FOR BEST RESULTS SHIP TO

R. S. HAMILTON COMPANY

On the Boston Market over 30 Years

17 Administration Building Fish Pier, Boston, Mass.



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Rubber Boots

The Home of Oiled Clothing

"SKIPPER"—Rubber Suits

Sporting Hip \$4.75 pr., Stormking (3/4) \$4.25 pr.

THESE ARE SPECIAL ARTICLES FOR FISHERMEN ONLY
(Supply House Agencies for "Skipper" Line may be had)

SHERMAN B. RUTH

SHIP CHANDLER

Complete Line of Fishermen's Supplies Including

WALL ROPE PFLUEGER HOOKS

HENDERSON & JOHNSON PAINTS

UNION TWINE COMPANY'S TARRED LINES

Complete stock carried on hand at all times

28 Hancock St.

Gloucester, Mass.

If your dealer does not have them, ask him to order for you. He will be glad to do so. Do not accept substitutes.

RUBBER CLOTHING

Ask For Them By Name

"FISHERMAN'S FRIEND" BRAND

Sold by Reliable Dealers Everywhere

Manufactured by

C. L. LOVIG

MARINETTE, WIS.

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is the story of super-quality fibre selection and careful buying *plus* anti-fouling treatments that only time has proved to be superior.

Wall "Sea-Green", "Kopred" and "Foulprufd" treatments are not mere surface coatings. Color has no value as a treatment. To stand the gaff of a hard season's fishing, rope must be treated to its innermost fibres.

That's why Wall *impregnated* Fishing Rope treatments are giving to fishermen in all fishing areas that *extra* long life that adds to a season's profits.

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Wall makes real Fishing
Rope for FISHERMEN

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WALK-LAID
MANILA ROPE

100 Pounds of Compression per Square Inch in a Gasoline Engine . . .



-BUT 500 POUNDS IN YOUR DIESEL!

**To keep compression, your lubricant
MUST CHECK ENGINE WEAR**

TO run efficiently, your Diesel must develop 5 times the compression of a gasoline engine . . . 500 pounds as against 100!

It's *compression* that makes your engine go. For *easy starting* you need compression. For *economy* you need compression. For *dependability* you need compression.

To *preserve* Diesel engine compression, you must check **WEAR**; the oil must have high film strength to make perfect piston seal. To check wear, your engine oil must be **TOUGH** and **FAST-FLOWING**. And that is just how Shell engineers have made Shell Diesel Engine Oils:

1. **TOUGH . . .** in order to withstand the terrific heat generated by that 500 pounds of pressure. **TOUGH . . .** to resist breaking down into carbon and sludge which clog oil screens and small bearing passages . . . make piston rings stick.
2. **FAST-FLOWING . . .** to get between all closely fitting, moving metal parts instantly, yet affording minimum consumption per horsepower-hour.

The problem in Diesel engine lubrication has been to get an oil that is BOTH fast-flowing and tough. Today, after extensive research, Shell engineers give you such oils — the new **SHELL DIESEL ENGINE OILS**.

Try a filling of Shell Marine Diesel Oil, manufactured in grades to meet all engineering requirements: **SHELL MARINE ARGUS OILS**, 34, 41, 46, 69, 72.



From a recent issue of **DIESEL PROGRESS** we quote excerpts of an article on the ferry boats, **CHIPPEWA** (shown above) and **KALAKALA**, which ply between Seattle and Bremerton, Washington.

"Neither engine has had new liners, has been rebored, has had new pistons, or any grinding done . . .

"Lube oil is centrifuged six times per day . . . and the original oil* in the **Chippewa**, placed there five years ago, is still there!" . . . The only additional lube oil placed in the system was to make up feed.

*Shell Diesel Engine Oils

SHELL DIESEL ENGINE OILS

